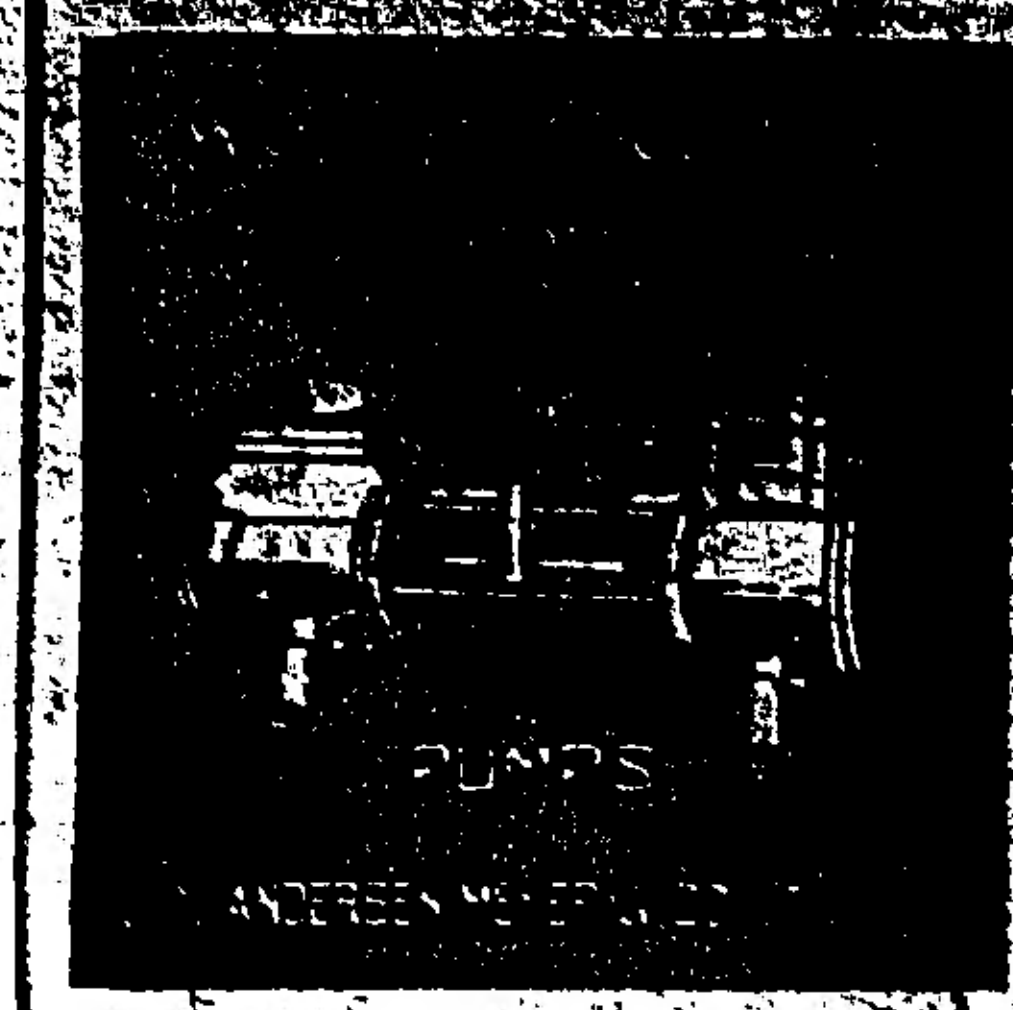


The Hongkong Telegraph.

(ESTABLISHED 1891).

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REUTER'S TELEGRAMS.

THE POLISH SITUATION.

BOLSHEVIST ATTACK ON LEMBERG.

London, August 3.
So far there is no news of the progress of the Armistice negotiations at Baranovitchi. According to the Times Warsaw correspondent, the Polish Government possesses Soviet orders that hostilities are in no case to cease before August 4.
The German Government has informed the Allies that it has ordered the officials concerned to send German troops into the Allenstein plebiscite area if the situation on the frontier necessitates the step.
The main force of the Bolshevist attacks appears now to be directed to the capture of Lemberg, partly with a view to securing possession of the rich oil wells to the south thereof. They are still at least thirty miles from the city. The Poles report that in the latest encounters they were repulsed with heavy losses.

A PREMATURE REPORT.

London, August 3.
The Bolshevists are fiercely attacking Brest-Litovsk, but the German report of the capture on August 2 is at least premature.

A BOLSHEVIST CLAIM.

Later.
A Moscow wireless report claims that Brest-Litovsk was occupied on August 2, prisoners and booty being taken.

A BREAK IN THE NEGOTIATIONS.

London, August 3.
A Moscow wireless says the Russian Delegation at Baranovitchi has informed the Poles that it is impossible to conclude an Armistice unless the Polish Delegation is authorised to sign the fundamental conditions of peace. The Poles accordingly left for Warsaw on August 2 in order to obtain authority for the authorised delegates to meet at Minsk on August 4, in accordance with the Bolshevist suggestion.

FRENCH V. TURK.

A FIERCE FIGHT REPORTED.

Beirut, August 3.
French troops severely defeated a large force of Turkish Nationalists at Yemidje. The Turks, who had numerous guns and machine-guns, fought fiercely. The French made six bayonet charges, and 400 Nationalists were killed and 250 taken prisoner, including a German officer. The booty includes 600 rifles. The victory has considerably improved the situation in Cilicia.

THE ALLIED CONFERENCE.

AMERICA MAY BE REPRESENTED.

Washington, August 3.
The Government is still uninformed officially with regard to the proposed Allied and Bolshevist Conference in London, but official circles indicate that the United States will most probably be represented at any Conference seeking to solve the problem of the fixation of the status of Russia to the world.

AERIAL STUNTS.

TWO LIEUTENANTS KILLED WHILE PERFORMING.

Los Angeles, August 3.
Lieutenant Omar Locklear, famous for his trick of passing from one aeroplane to another in mid-air, and Lieutenant Elliot, his assistant, were both killed while performing for cinema pictures. The aeroplane fell a thousand feet.

ALLIES AND RUSSIA.

NO HELP FROM GERMANY WANTED.

London, August 3.
In the House of Commons, replying to Commander Kenworthy, Mr. Bonar Law stated that it was not the policy of the Government to invite Germany to co-operate in hostilities against Russia.

BOY SCOUTS RALLY.

London, August 3.
Many thousands of the public visited the Boy Scouts jamboree at the Olympia, the chief feature of which was the great march past Major General Baden Powell by thousands of Scouts from all parts of the world, including South Africa, India, Ceylon, Malta, Gibraltar, and Malaya.

MAURU ISLAND BILL.

London, August 3.

REUTER'S TELEGRAMS.

BRITISH REVERSE IN "MESOPOT."

THREE HUNDRED CASUALTIES SUSTAINED.

London, August 3.
A War Office communique with regard to Mesopotamia states that a strong British reconnoitring column set out southwards from Hilla and was attacked and roughly handled by tribesmen on July 24, but it succeeded in cutting its way back to Hilla after sustaining 300 casualties and losing a field gun, twelve machine-guns, other material and a large number of horses and mules.
The disturbances on the Lower Euphrates continue. The railway from Hilla to Bagdad has been cut several times. The garrison at Diwani has withdrawn to Ibnali, which tribesmen unsuccessfully attacked on the night of July 23. There is no news of the garrison at Kufa, which is invested.

LATEST SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

HONGKONG RICE REACHES SHANGHAI.

RESULTS IN BREAK OF PRICES.

Shanghai, August 5.
The arrival of Hongkong rice has broken the price by relieving the shortage. The Chinese Chamber of Commerce has opened a Cheap Sale Bureau, the price being \$8 a picul.

AMERICAN POLITICIANS.

SHANGHAI ARRANGING WELCOME.

Shanghai, August 5.
American and Chinese organisations are arranging numerous and varied affairs to welcome the party of about 150 American Congressmen, Senators and notables, including Dr. Reimisch and Mr. Alexander Ford, the promoter of the Pan-Pacific Union, who are arriving on Thursday on the transport Great Northern.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

FLYING TO AUSTRALIA.

Singapore, August 4.
Lieuts. Parer and McIntosh, reached Port Darwin from Timor after eight hours flight. Their patrol was nearly exhausted. They resume their journey after a two days rest.

VOLCANO IN ERUPTION.

Singapore, August 4.
The volcano Merapi is in eruption. Middle Java is covered with ash. There has been no casualty so far.

NEW DUTCH INDIES BANK.

Singapore, August 4.
A new Dutch Indies Bank is being formed at Batavia.

SINGAPORE HOUSING.

Singapore, August 4.
The Rent Board is most critical of the Government for its delay in housing its subordinates.

TO-DAY'S CHINESE TELEGRAMS.

SOME INTERESTING ITEMS.

Shanghai, August 4.
It has been proposed in the Cabinet to appoint Li Shun, Tschun of Kiangsu, as the chief northern delegate for the Peace Conference instead of Wang I-tang.
The Government has ordered that the name of a certain gentleman who was educated in Europe be put on the list of applicants, as he has recently written a leading article in an English paper favouring the restoration of the Monarchy in China, with Japanese assistance.
Tuan Chi-jui is seriously sick.
Chung Jot-lee, Tso Kwan and Wu Pui-foo are planning to open a general national meeting in Canton.
Some officials of the Ministry of Foreign Affairs have reported that the Board has received information from a reliable source that in case the League of Nations is not formed, the League of Nations will be dissolved.

MORTGAGE ACTION.

IMPORTANT JUDGMENT.

At the Supreme Court this morning, the Acting Justice, Mr. H. H. J. Gompertz, gave judgment in an action brought by the trustee in Bankruptcy of the King Loong Hip Kee Lam firm to set aside an indenture of mortgage made between the firm as mortgagor and Yuen King Po as mortgagee alternatively for a declaration that it is inoperative as far as it purported to assign the book debts.

The facts of the case are as follows:—In 1911 the bankrupt firm purchased the undertaking of the King Loong Cheung Kee firm, dealers in salt fish, of which the defendant was then managing partner. The defendant left on deposit with the bankrupt part of the purchase money to the amount of Tael 8,942. He drew on and added to this deposit from time to time and in August, 1917, there was owing to him from the firm an amount of \$6,600. On the 15th August, 1917, an agreement was executed between the firm and the defendant under which the defendant agreed to advance to the firm from time to time, as required, the sum of \$20,000. The firm agreed to repay with interest all advances on the last day of the 12th Moon of the current Chinese year and to execute to the defendant upon demand a mortgage of the whole business and assets of the firm to secure any monies then owing by them under the agreement. On 5th February, 1918, a meeting of the partners was held at which a minute was drawn up and signed by them. This minute recited the difficult conditions and the tightness of money due to the European war; these conditions it was stated were chiefly felt by members of the Salt Fish Guild. Reference was made to a previous meeting in the autumn at which measures were taken to meet the danger for the current year, but fresh measures were now necessary and it was proposed to issue new shares. Deposits made by partners were not to be withdrawn and no interest was to be paid on them for the period of five years. The minute further set out arrangements for mortgaging the entire business should it be necessary for the relief of the general situation. The mortgage was executed on February 20, 1918, a request being made to the defendant as mortgagee for a loan of \$35,000, of which \$15,000 had already been advanced on February 10. The mortgagee agreed to advance a further sum of \$20,000 in such amounts as might be required upon request. Then follows an assignment of the whole property of the firm with the good will and the book debts to the mortgagees. Such is an outline of the instrument that the trustee sought to have set aside.

In a somewhat lengthy judgment, his Lordship said the plaintiff says that the mortgage was had under 13 Eliz. c. 5. He dealt with the arguments raised under this heading, coming to the conclusion that the plaintiff failed. The next question was whether the assignment was an act of bankruptcy. On this he said that he quite agreed with counsel for the plaintiff that if the true intention was not in fact to enable the firm to tide over its difficulties, but if the transaction was a mere device to secure the earlier advances, it was bad under bankruptcy law. It was clear from the terms of a minute drawn up at a meeting on February 5, that the partners considered the chief and principal ground of their financial insuccess to be the unexpected duration of the European war. Stress was laid on the tightness of money but, as counsel pointed out, the inconvenience of war went far beyond this. Restrictions on vessels entering and leaving the Port were very onerous. The harbour was closed from sunset to sunrise and in time of fog. Vessels were liable to and were frequently detained for search and jagas, whose movements seemed to the firm to be almost insupportable. And

STEAMER ASHORE.

"MO HON" ENCOUNTERS A TYPHOON.

The s.s. Mo Hon, whose local agents are the Tung Tak Steamship Company, struck a typhoon last Saturday. She smashed up her windlass, lost her anchors and eventually came to rest on the rocks in Shito Bay, St. John's Island. The glass read 28.78.

Up to Monday there was only a foot of water in the No. 1 hold and if the wind shifted to the south-west or west again it was feared that the vessel would do a little more bumping.

The Chinese crew of the vessel were sent to Macao and arrived in the Colony last night. Captain J. T. Thirlwell, the skipper, is still on board, and it is believed that the boat will have to be patched up and towed off.

DON'T FORGET.

TO-DAY.

Theatre Royal—Frawley Co. presents "Lightnin'"—9.15 p.m.
Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

TO-MORROW.

Theatre Royal—Frawley Co. presents "Polly with a Past"—9.15 p.m.
Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

its own liabilities must be met in ready cash. Plaintiff maintained that the terms of the minute and the state of affairs evidenced by the balance sheet show that the firm was in fact hopelessly insolvent and that the defendant was fully aware of this. The minute taken as a whole was capable of an entirely different construction and his Lordship was convinced that the partners hoped and believed that they might still win through and that this belief was shared by the defendant. Had the war come to a sudden finish and had normal peace conditions rapidly ensued I suppose it is quite possible that the business might have surmounted its difficulties and struggled through. I accept the defendant's explanation that as to whether the book debts of the firm were at the commencement of the bankruptcy in the possession or disposition of the bankrupt firm with the consent of the true owner under such circumstances that the firm were the reputed owners, his Lordship said that it was agreed that the legal principle was that the assignees must either give actual notice to the debtors or take every possible step towards giving such notice.

After reviewing other points, his Lordship said that there would have to be an enquiry by the Registrar as to what debtors had received oral notice. It might also be necessary for the Registrar to enquire also as to the value of the book debts which may pass to the Receiver. If this cannot be agreed, his Lordship thought that the valuation of the book debts passing to the Receiver could not exceed what they would be worth if he were obliged to collect them himself as a stranger to the firm. There must be leave to apply.

ASSAULT OF A PORTUGUESE.

R. G. A. MAN FINED.

It was a typhoony day, when the wind which swept across the Harbour rendered it unsafe for the passage of small craft. Bombardier Jones, of the Royal Garrison Artillery, stationed at Stonecutter's being unable to go across to the Island as the routine launch was not operating, hastened from Blake Pier to the Post Office intent on telephoning to his Commanding Officer that he was unable to get over. Outside the door of the Post Office there stood S. Danenberg, a Portuguese, and he was commanded by the Bombardier, as his guide to the telephone box. Now, Danenberg, though he was possessed of a fair knowledge of conversational English, was unable to make out the request nor the reason why his wrist was firmly caught in the more powerful hand of the Bombardier, and he uttered a characteristic "What?" It is then alleged that the Bombardier, without further parley, dragged Danenberg along for a distance of 20 yards. All this eventually led to a summons for assault, which was brought against the Bombardier. A zealous Sergeant who came up to the scene duly noted down the summons in his notebook, and to-day Jones appeared before Mr. N. L. Smith.

It was explained that all these events happened on the evening of the 30th of last month. In his evidence, Danenberg stated that his hat was knocked off his head, and a game of 10 ball centred round the apparel.

Jones said that he held Danenberg's arm to detain him while he filled his questions as to the locality of the telephone box. The Portuguese attempted to pull his arm away, and in this act, his hat fell off.

Another R.G.A. man who was with the accused when the alleged assault took place, gave evidence which corroborated with that of the accused.

It was stated by the Magistrate that the accused had no right to detain the complainant in the way he did. He inflicted a fine of \$5.

"DANGER FROM GERMANY."

BELGIAN MINISTER'S MILITARY SUGGESTIONS.

In the course of the debate in the Belgian Chamber of Deputies on the National Defence Budget, the Minister of National Defence said: "The country must make the necessary sacrifices so that, in the event of a future war, the soldiers may not fall victims to an insufficiency of war material." The Minister continued: "As regards the reduction of the time of service, we should do well to come to an understanding with our great Allies, France and Great Britain, with whom we hope to conclude a military alliance. There is still great danger from Germany."

The Minister also said that he wished he could be sure that the German people had abandoned all hope of revenge, and declared that he was one of those who had most enthusiastically hailed the advent of democracy in Germany, believing that it would enable their military burdens to be lightened, but he was afraid that that was not the case. "Our neutrality," he said, "is dead and we can only replace it by the bravery of our soldiers. There can be no question of militarism but rather of a fight against foreign militarism whose appetite is perpetually growing."

The Minister's speech was loudly applauded.

TO-DAY'S EXCHANGE.

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SOVIET'S 8-HOUR DAY.

AN ENGLISHWOMAN'S
ORDEAL.

The following account of an Englishwoman's eight-hour day under the Bolsheviks is from the pen of a British lady recently repatriated from Russia. In reading this story of wasted effort, it must be remembered, says the writer, that she and her companions were not convicts condemned to hard labour, but were recognized by the Soviet authorities as citizens useful to the Government, and that they were all placed in Class I or Class II category. The account was written in Finland immediately after the Russian frontier had been crossed. The writer says:

Here we are at last across the frontier, really out of that mad-house; how thankful we all are! In January I did not work at the station; I had a certificate of ill-health, which protected me. In February the regulations were changed, to be exempted I should have had to waste two whole mornings in a "tail" at the other end of the town. It was as bad for me to lose my lessons, and consequently money, that way as another. Many told me that the work was not for more than four hours, and that if you got to business properly you could finish much before that time.

I decided neither to seek exemption, although my feet were still sore, nor to get one of our English soldiers to go for me. I went. For six months or more I had been in the habit of fasting till my 1 o'clock dinner; bread was too expensive to buy. This particular morning I ate a small quantity of millet (the seed we give our canaries and chickens), and set out for the commissariat of our district. I got there about 8.45.

WORK ON THE RAILWAY.
We all registered our names and then waited; waiting is one of the great lessons taught by "Bolsheviks." At 9.15 we were let out into the fresh air, and there was a roll-call: 61 of us; then off we walked to the station assigned us. Some few of us in front walked fairly smartly, hoping to warm ourselves, but when we got to the station we had to wait for the dawdler. When the 61 had assembled we were taken along the line to a shed, where we were given our spades; it was just 10.30, and we discovered we were in for an eight-hour day. A further walk along the lines and we were told to start work.

Unfortunately, all the real snow had been cleared off; there remained only about 2 in. thickness of ice to remove; it had already been broken with pickaxes. Of course, that kind of work could not warm one, and the spades seemed to take the few last heat waves from one's fingers. In a short time my hands were frozen, my feet likewise, my snow-boots having already burst and my heels being uncovered. I got leave to go into the look-out-man's sentinel-box for five minutes. There were already two Chinese and several Russians there; we stood like cardinals in a box. Five minutes up; out we came. I was less cold.

At 1 o'clock the foreman went to his dinner; at 1.30 we had finished what he had given us to do, and started running and stamping in order to keep warm. There was a bitter wind. After an hour the foreman came back and sent to inquire whether we might be given pickaxes, as there was no work for spades. We waited and waited and waited, growing colder and colder. At last the messenger returned. "No!"

CAST-IRON ORDERS.
The unfortunate foreman, quite a nice railway employee, took us to another set of lines and told us to clean them. Again little or no snow, and we so chilled that each tried to work as fast as possible in the hopes of warming up. I again got leave to thaw out in a sentinel-box. Stumbling in half frozen, my glasses clouding over at once, for a few seconds I could neither see nor feel. The others made way for me, and feeling something not very high close to me, I promptly sat down on it, but luckily was as promptly pushed off by two men. I had sat down upon a small red-hot iron stove and burnt my coat. After a few minutes out again into the cold.

5.30.—No work left! Again the foreman sent to the "authorities," this time to say that we had done more than had been meted out to our group; might we return? "No; don't dare let them give up their spades before 6.30." Some wished to go home, but were advised not to; they would lose their pound (14oz.) of black bread, would not buy half a cup of milk, or anything.

KENTISH INVASION.

STARVED CHILDREN FROM
VIENNA.

The coast of Kent has received sundry invaders throughout its history, but never so pathetic a company as landed at Folkestone recently. Some 500 Viennese children, ranging from three to 15 years of age, were brought from Flushing by the Dutch steamer Orange Nassau for shelter and comfort in England and for protection against those insidious enemies of under-fed youth, anæmia, rickets, and valvular trouble.

On reaching Folkestone they sang, or tried to sing, "God save the King," some managing the words quite well, as they have English mothers. Next they slipped into that popular romance, the Lorelei.

ARRIVAL AT SANDWICH.
A special train of 15 saloons was waiting to carry the party to Sandwich, which lies next door to Stomar Camp, part of the erstwhile "mystery port" of Richborough, where they were to remain for 18 days under observation before distribution to the various receiving centres. They were naturally excited and their eyes sparkled, but there was an uncanny silence among them, and none of the shrill exuberance which accompanies the ordinary school treat. They have tasted of the waters of affliction.

A few were comparatively well-nourished, but the majority are peaky and fine-drawn, and there is not a decently-nourished body among them (a *Shonin* Post correspondent wrote). Many had no hats or caps; in most cases the boots were of the flimsiest, incapable of a week's rough wear, and yet we were assured that these were "Good—yes, good boots for Austria." They carried all their worldly belongings in their hands and on their backs in over-strained kit-bags. Three girls, true daughters of music-loving Vienna, begged their violin cases.

A BAREFOOT SCAMPER.
Government lorries were loaded up with an eager freight, and as the children passed through the thoroughfares of Sandwich any misgivings as to the well-combed they would receive were at once dispelled. Across the air tollbridge and between the gold and green of the Sandwich marshes, beloved by Sidney Cooper, to Stomar is but a brief run, and in a very little time the youngsters were told off to their allotted beds, each holding 25 beds. Their first thought was to take off their boots and stockings and to roam bare-foot about the grounds before the call came for dinner.

They have heard great things about our country, and it is a simple fact that one boy flung himself face down with arms outstretched on the lawn, exclaiming with a sob: "O England! England!"

bread, would be imprisoned, and forced to work for many days. The sentry-boxes were already locked; we went to the lee side of a shed and stamped, and tried not to freeze.

The foreman told us that our day's work had been of little or no use to the railway; it was a crazy thing to send 61 people, unused to handling spades, pay each 35 roubles (a pound of potatoes costs from 95 to 100 roubles) and a pound of bread, when six men could have done the work, been given several 100's and 200's to 300's of bread; the "authorities" would have been saved much money and bread, and much discontent, and even suffering. Workmen would have been pleased enough to have done the job, especially if they had been given a bowl of something hot at midday.

KOBE'S SCAVENGING
PROBLEM.

PROSPECTS OF IMPROVE-
MENT.

If we went on the principle of Bellamy's "Looking Backward," and made the reward for labour proportionate to the disagreeableness of the work (he proposed doing so by way of shortening the hours), the scavenger in Japan, would be the highest paid functionary in the Empire, says the *Japan Chronicle*. But official salaries always drag far behind commercial and industrial rewards, in times of abounding prosperity, and this humble official naturally found his exertions unappreciated and sought the more highly paid and pleasant occupations which demanded unlimited men while Japan was making her war profits. Even now, we are told, the scavenger is paid no more than two yen a day, and it is not surprising to learn that there is no great competition for the job. Moreover, there are other difficulties. The work is, as it were, grafted and incompetence, farmed out, and the people who undertake the cleaning of sections of the city complain that the night-soil market has suffered from the slump, like other commodities. Such is the interdependence of all things in these days. We have this chain of causes and consequences. When rice was very dear, people were exhorted to eat potatoes. But now, notwithstanding the slump rice has got cheap enough to be eaten again, and so the potato market is down. Consequently the cultivators in Shikoku and Hiroshima, who have been like the Japanese shipbuilders giving ships for steel) giving potatoes for nightsoil, refuse to do so any longer except at a price reduced even more in proportion than the decline in the price of potatoes. Such are the firm and inexorable laws of supply and demand. It is an unpleasant subject, but these are contributory reasons given by the head of the Kobe Health Department for the appalling condition of the city's conservancy.

The same official confesses also that the malignity and greed of the scavenger increases the difficulty. Japanese house-holders are wonderfully patient. They put up with six weeks' accumulation within their houses even during the summer, but there are limits even to their stoical endurance, and the scavenger waits till this limit has been reached, and extorts money before he will perform his task. When we remember that foreigners are so fussy as to require the nightsoil to be removed daily, there is no need to describe the ease with which they lend themselves to the purposes of these unsanitary extortioners.

Among minor troubles some are constant, some frequent, and some only seasonal. A constant trouble, the head of the Health Department says, is that when Japanese builders construct houses they seem to go out of their way to put the cesspool in the most inconvenient place possible. An occasional interruption is caused by spells of high wind and unquiet sea, which prevent the nightsoil barges putting out to bear their freight to the ungrateful farmers of Shikoku. Of all seasonal obstructions the worst is the New Year, when all work is held up for a long time, and the scavenger has a superstition that it is unlucky to begin again—afraid that can only be overcome by raising his wages.

There is no optimism on this subject in official quarters, where it is said that we cannot expect radical improvements until the town planners have worked their will upon Kobe—a proposition which we are prepared to contest. But the official pessimism does not go the length of doing nothing. Five storage depots (horrible thought!) are to be set up, at Fukui, Bentenbama, and other places. There should be a decline in rents in these localities. Besides these, there is to be a fertiliser factory established in Hyogo which is to cost ¥222,000 a year for working and to earn ¥445,000 by the sale of dry and deodorised fertiliser, which sounds very attractive to the ratepayer, though some lingering doubts as to the habitability of the neighbourhood of this Hyogo stormcentre may be justifiable until it is proved that they are groundless. Extra money has been appropriated to the provision of these storage depots, and to the purchase of fresh barges, etc.

As has already been pointed out, Kobe citizens pay about 50 per cent. more per head for the disposal of their sewage and rubbish than the citizens of London.

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GENERAL NEWS.

do. Considering that Japan is a land of marvellous bureaucratic efficiency, while the best that can be said for England is that it sometimes manages to muddle through, the difference between the perfect functioning of the vast sanitary service of London and the Kobe process is very striking. It is not going too far to say that the Kobe sanitary system would disgrace an African village and is something more than a disgrace to the first port of the Empire—yet it costs 50 per cent. more per head than that of London. The London system has many critics. It is absolutely wasteful. But this only emphasises the disgusting inefficiency of the Kobe system, where a heavy financial loss is incurred notwithstanding the avoidance of this waste. A reformed system, without the tearing up of the city and the expense incurred in laying sewers, would, if managed without the graft which at present adds a moral stench to the physical one, enable the city to solve its nightsoil problem, to pay the costs of the change out of the first year's profits, and thereafter convert what is at present a daily nuisance and a menace to health into a valuable municipal asset. The municipal discussion on this subject has been postponed till August 5th. We can only hope that the interval will be use-

MORE BETTING AND GAMBLING.
The National Free Church Council, in view of facts which have been placed before it in reference to the increasing prevalence of betting and gambling, is making representations for the appointment of a Royal Commission on the subject. This Commission, it is urged, should inquire into the prevailing practices of betting and gambling as the cause of demoralisation, pauperisation, criminal offences, and bankruptcy.
NO COMPULSORY VOTING.
Col. Archer-Shee asked leave in the Commons recently to introduce a Bill with the object of imposing penalties for failure on the part of voters to exercise the Parliamentary franchise. He observed that about 50 per cent. of the electorate did not record their votes. The Bill proposed to impose a first fine of £1 for not exercising the vote, and £2 for a second, and subsequent defaults. It was to introduce the Bill was refused by 158 votes to 74.
fully employed by leading citizens, especially by the members of the Assembly, in studying the problem, and insisting on a reform.

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LABOUR PARTY UPROAR.

"MAD GAME WITH
RUSSIA."

Fierce sunshine poured through the glass roofing of the Olympia at Scarborough on to the Labour Party delegates and intensified the heated atmosphere which grew with the discussion of foreign affairs. The angry smouldering of fire several times burst into flame.

The Executive's resolution condemned the Peace Treaty, demanded its revision, called for the recognition of Russia, and a world organisation of food and raw materials to save Central Europe. They proposed that a deputation of the Parliamentary Committee of the Trade Union Congress and the Labour Party Executive should be sent to Mr. Lloyd George to place the Hungarian White Terror report before him, and to secure the renewal of trade with Russia.

Mr. Tom Shaw, M.P., proposed the resolution, and outlined the state of Central Europe. "We have continually played a mad game with Russia," he said, "and it is an extremely dangerous game. When this people wins through you will have 160 to 180 millions with a hatred of this country which can only end with another war worse than the last one through the mad policy of preventing the hand of friendship from being handed out to them."

A Delegate: It's your policy, you know!

Mr. Shaw said he had lifted his voice many times against it.

WARNING TO HUNGARY.

Mr. F. W. Jowett, one of the Delegation of Inquiry in Hungary, urged that the British High Commissioner there should be some strong personality who could use opportunities to put down the fearful proceedings. "What is happening in Austria and Central Europe," proceeded Mr. Jowett, "is a gathering of the forces of reaction and militarism to overthrow Socialism and restore the monarchy. With the Napoleon of Sidney-street, with the gambling with lives in Gallipoli, is there anything they will not do to 'down' the people when the people lift up their heads?"

Mr. Ben Turner said if the Krassin negotiations broke down it would be because the commercial classes of France, Britain, and America wanted their pound of flesh. He did not think England a country of revolution, and thought the ballot better than the bullet, but if the rich continued spending their time at Ascot and Derby meetings, showing how vast was the gulf between rich and poor, revolution would come.

DIRECT ACTION

An addendum to the resolution demanding a special Labour Conference to organise a general strike to secure peace with Russia was pressed by Mr. Hodgson, of the British Socialist Party, and Councillor Baron, of Sheffield.

Mr. Robert Smilie said though he was going to plead for the withholding of the addendum, they ought to be unanimous in thinking that if a deputation could not move the Government other means must be taken to move it. He did not believe the deputation would be effective without something afterwards, and the Labour Executive could not accept a rebuff from the Government lying down. It would be an insult to the movement.

Mr. J. H. Thomas, M.P., explained the position of the railwaymen. If the Russian policy was wrong, he said, it was not the duty of any one section to stop it. They said the whole British Labour movement should share the burden. The Railwaymen's Union would not be made the Cinderella for schemes which any Tom, Dick, or Harry could bring forward.

UPROAR.

The next half-hour was confusion. Trouble arose when Colonel Malone, M.P., stood up in the body of the hall and announced that he was going to speak from the addendum. Before he could start, however, a delegate asked whom he represented.

Colonel Malone replied that he was a delegate from the British Socialist Party.

Mr. Ernest Bevin: On a point of order, Mr. Chairman, can a member of the Liberal Party of the House of Commons come here through another party and address this conference?

The Chairman (Mr. W. H. Hutchinson): I understand that Colonel Malone is a delegate appointed by an affiliated organ-

isation. We assume that he has left the party he belonged to in the House.

Mr. Frank Hodges:—Has he accepted the constitution of the Labour Party?

Colonel Malone, standing on a chair, was met with a roar of applause when he tried to go on, and there was a shout of annoyance when the chairman further asked him if he was still a member of the Liberal Party in the House of Commons.

Colonel Malone: I have never belonged to the official Liberal Party in the House.

The Chairman: Is it a fact that you receive the Whips of the Liberal Party?

Colonel Malone: We receive whips from parties.

"MALONE, MALONE."

This did not satisfy the claim, and when the colonel was ruled out of order, the meeting roared its disapproval. There were cries of "Malone, Malone," and one delegate shouted: "There are trade unions represented here by members of the Liberal Party." Another delegate told the chairman his action was cowardly, and that he ought to be a-banned of himself.

Mr. Bevin ascended the platform to speak, but the angry delegates refused to listen. Instead, excited circles of discussion arose all over the hall, and the Dockers' leader was helpless.

"I suppose this is what I get for all I have done," shouted Mr. Bevin. After several minutes of continuous cries for Colonel Malone, in which several national leaders unsuccessfully attempted to get a hearing, the chairman accepted a proposal to suspend the debate while Colonel Malone's credentials were submitted to the Standing Orders Committee.

After the adjournment, the Standing Orders Committee reported that they considered Col. Malone a substituted delegate of the British Socialist Party, and in view of the fact that the basis of affiliation was the acceptance of the party constitution, they moved that the appointment as delegates of M.P.s who had not joined the party was a breach of the spirit of the constitution.

STRIKE POLICY DEFEATED.

Col. Malone was subsequently allowed to speak, and urged the futility of Parliamentary action in regard to the Russian situation. The Government, he said, had used direct action in refusing to allow Mr. MacDonald to go to Russia, and direct action should be met by direct action.

There was another uproar when Mr. Bevin reminded Col. Malone that he had fought the last election on the policy of "Hang the Kaiser" and "Make Germany Pay," and said he should go back to the electorate before he came to their Congress and condemned those cries.

On the resolution Mr. Bevin's remarks powerfully influenced the conference. He declared against the direct actionists, but for reserving requisite action for the requisite moment. If the conference declared for direct action when they were not sure of it, it would be deceiving their friends on the Continent.

When the vote was taken the conference accepted the executive's proposal to send a deputation to Mr. Lloyd George by a large majority. The supporters of the immediate strike addendum could not raise a score of hands.

THE PARLIAMENTARY PARTY.

There was a preliminary skirmish between the Congress and the Parliamentary party when the latter's report came to be considered. This rapidly developed into an attack on the Parliamentarians.

Mr. Shinwell (Glasgow) said that in the country there was profound dissatisfaction with the Parliamentary Party, and there was a tendency for the rank and file to swing away from Parliamentary activity towards industrial organisation and action.

Mr. Herbert Morrison thought the whole spirit of the Parliamentary Party's fight was letting the party down in the country.

Mr. J. R. Clynes, M. P., dealing with Mr. Shinwell's criticism, said that that gentleman took a great deal from the capitalist Press. In view of so much poison gas amongst their critics, he was not surprised that there was so much dissatisfaction with the Labour M.P.s because their critics naturally felt that they could do the work better. He was a member of the rank and file, and he did not think they

could do the work better. He was a member of the rank and file, and he did not think they

could do the work better. He was a member of the rank and file, and he did not think they

ANOTHER SEMI-OFFICIAL
JAPANESE COMPANY.NO FOREIGN SHARE-
HOLDERS.

Among many Government Bills before the Japanese House of Representatives is one providing for the establishment of the Imperial Railway Electric Power Company. We give below the more important provisions of the Bill.

Article 1.—The Imperial Railway Electric Power Company aims at the carrying on of the business of supplying electric power to the State-owned railways. In case it has electric power to spare, it can, with the permission of the Government, supply it to the railway and other business under the management of other companies. The company can undertake other business connected with electricity with the permission of the Government.

Article 2.—The head office of the company shall be in Tokyo.

Article 3.—The charter for the company's existence shall be 100 years from the day on which the registration of the company was effected.

Article 4.—The capital of the company is fixed at \$100,000,000, of which ¥30,000,000 shall be paid in by the Government. The company can increase its capital with the permission of the Government.

Article 5.—The Government, public organisations, Japanese subjects and juridical persons established in accordance with the Japanese Law alone can become shareholder of the company.

Article 10.—The Directors of the company shall be appointed by the Government from among the shareholders holding over 100 shares, and their term of office shall be five years.

The Directors representing the company shall be appointed by the Government from among the afore-mentioned Directors. The term of office of Auditors shall be three years.

Article 11.—Unless with the permission of the Government, the Directors cannot engage in any other business or occupation.

Article 12.—Unless with the permission of the Government the company cannot issue debentures.

Article 21.—Unless with the permission of the Government the company cannot dispose of its profits.

Article 22.—The Government shall appoint an organising committee to transact all business relating to the establishment of the company.

There were such fools as to choose the wrong representatives every time ("Hear, hear," and laughter.) The Labour M.P.s were conscious of their defects, but they believed that they were as good for the job as their critics.

WO'N'T BE A HIGHWAYMAN.

Col. Wedgwood, M.P., suggested that committees of the Parliamentary party should carefully ponder all public questions and define their attitude. He suggested that instead of dealing with Government measures on their merits they should adopt a policy of direct opposition and obstruction.

Mr. J. Sexton, M.P., said the suggestion was that no matter what the Government proposed, the Labour Party in the House were to be against it, even if they went against their conscience. He declined to become a political highwayman. (Laughter.) "I would sooner get out of Parliament," added Mr. Sexton.

A Delegate: Do it then. (Loud laughter.)

"There are some of the Socialist Party," said Mr. Sexton, "who want Jim Thomas's head on a charger, and a bloody revolution, and all that Party contribute to the funds is £50, so they do not want much. (Laughter.)"

Mr. Ben Spoor said no common agreement was possible between the Labour movement and a Government that was born in sin and lived in iniquity. (Applause and laughter.)

Mr. Frank Hodges pressed the importance of specialisation of members and the need for strong well informed men.

The report of the Parliamentary Party was accepted, and the Conference adjourned.

NOTICES.

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| FRESH GRUYERE CHEESE | - | " | \$1.40 |
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UNIONIST CRITICS OF COALITION.

THE IRISH DANGER.

Birmingham, June 11.—Tactics during the closing session of the National Unionist Association Conference became almost too clearly revealed.

Delegates opposed to the association of the Unionist Party with the Coalition Government were in a minority, but it seemed to be the business of the chairman, who had Sir George Younger at his side, to prevent them from developing any trial of strength on their resolutions. Motions calling for a far more vigorous and effective assertion of the fundamental principles of the Unionist Party in the general conduct of the domestic affairs of the country, and asking that the Leader and Whips should not support a Parliamentary candidate in any constituency who is not approved by the local Conservative or Unionist Association, were dexterously put on one side, after they had been moved and seconded, by the simple process of proceeding to the next business without putting them to a vote. The resolutions would not have been carried, but the attitude of the platform seemed to be to treat them as negligible and as matters on which it was quite unnecessary that the conference should express an opinion. It must be admitted that protests against this kind of action were rather faltering and received little support from the main body of the delegates.

The greater part of the session was devoted to the discussion of a resolution calling attention to the revolutionary movement now in progress in Ireland. Dramatic interest was given to this by the appearance of Irish speakers, whose names, the chairman said, could not, for obvious reasons, be divulged.

ANONYMOUS IRISH SPEAKERS. Mr. J. C. Williams again presided over the conference, and the first motion to be considered was one in the following terms dealing with the situation in Ireland:—

"To call attention to the revolutionary movements now in progress in Ireland, and to the imminent peril to the lives, liberties and property of law-abiding persons in the south and west, in consequence of the complete paralysis of the law in many large areas, from which the authority of the Crown has already been effectually banished, and to move that this conference do impress upon the leaders of the Unionist Party the disastrous consequences, both to Ireland, Great Britain, and the Empire, which must necessarily result if effective steps are not taken to deal with a highly dangerous situation."

The resolution was to have been moved by Mr. W. M. Jellott, M.P., but the chairman instead announced a speaker from Ireland, whose name, for obvious reasons, he said, he would not disclose. The anonymous delegate said that they had been told that the cause of Ireland was the lack of moral courage. (A voice: "By the Government.") There was no lack of courage on the part of the loyalists in Ireland, who stuck on and tried to live under impossible conditions. The cause of Ireland, as they understood it, was the lack of moral courage on the part of the Government. (Cries of "Lloyd George.") They should govern the country or cease to govern. (Cheers.) There was an organized campaign going on to undermine British prestige and power throughout the world, and Ireland for this reason presented not merely a domestic difficulty, but a terrible imperial danger. If they wanted to see a prosperous Ireland they must have stability of Government and not the performances going on at the present time.

The second of the motion was also an Irishman, who spoke without revealing his name. The chairman remarked that the fact that this was necessary was not to the credit of Birmingham, the Kingdom of the Empire. The delegate said that what Ireland wanted was a down-right good thrashing. For two years he had not been to bed without having a double-barrelled gun on one side of him and a loaded revolver on the other. The police at the barracks nearest his home had been withdrawn by the Government, and three days after the withdrawal, a schoolmaster, whose brother was a policeman, was shot. A man who acted as a doctor, one who had returned a verdict of cowardly murder received an intimation that the next morning would be on himself. There were reports of harvest of

conference to do everything that could be done, before it was too late, to save loyal Irishmen from the danger with which they were threatened.

Mr. Percy H. Bullas (Stour bridge) said that a Cromwell was needed who could send the Liberal section of the Coalition to Ireland and put them in the R.I.C. for six months.

The resolution was carried. "RUINOUS SOCIALISTIC LEGISLATION."

An hour having been spent on the Irish question, the Chairman got the next business on the paper through in five minutes. This was a resolution in the name of the Shrewsbury Division Association "viewing with dismay the course of the ruinous and Socialistic legislation since the Armistice." Having regard to the numerical predominance of the Unionist Party in the Coalition, the motion called for a far more vigorous and effective assertion of the principles of the party by its leaders and representatives, in the general conduct of the domestic affairs of the country.

Mr. E. W. Bather, who moved the resolution, said that he was not ashamed to say he was a Conservative, and he proposed to end his days as a loyal adherent of Conservative principles. Whether he would be able to remain a loyal adherent of the Conservative Party was another question. The object of his resolution was not in any sense to weaken the party, but it was intended to strengthen its hands. The leaders should feel that they had behind them a strong body of Conservatives and should stand up for Conservative principles.

When Mr. Bather had been speaking for five minutes there were shouts of "Time," and the Chairman stopped him. The Shrewsbury delegate said he would bow to the ruling, but he added that if these conferences of associations from all over the country were not to hear opinions and make people at headquarters conversant with the feeling and sentiments of, it might not be a majority, but at any rate a large proportion of their constituents in the country, they served no useful purpose. (Cheers.)

When the resolution had been seconded a delegate moved that the conference should proceed to the next business.

Sir George Younger said that Mr. Bather did not seem to realize that the conference had to rise at 12.30. In the five minutes allotted to him he had not said a word as to what was the ruinous and Socialistic legislation to which he objected. In the circumstances he hoped the conference would not vote for the resolution.

The Chairman's way of dealing with the situation was to proceed to the next resolution on the paper without taking a vote.

"HOBNOBBING WITH BOLSHIEVISTS."

Mr. L. J. Maxse moved that the conference should place on record the fact that Germany owes the British Empire our share of the full costs of the great war, and that they looked to the Government to secure ultimate payment. In a speech of the kind which the Unionist Association Conference expects from him, he said that when he framed the resolution he could not foresee that on the day he would move it certain Coalition Ministers would be hobnobbing with representatives of a Bolshevik Government. (Cries of "No," "Not hobnobbing," and "Withdraw.") He would withdraw the suggestion of hobnobbing. In Downing Street, but they had hobnobbed with nobody. (Laughter.) We did not want our Government to develop any tenderness towards any Bolsheviks either at home or abroad, because if there was any inclination anywhere to embrace Bolsheviks the next thing would be weakness towards the Boche.

He reminded the conference that at the last General Election no one stated the British claim against Germany more eloquently than the Prime Minister, who repeatedly told them that Germany would be called on to pay the cost of the war to the full limit of her capacity. To-day we were further from getting an indemnity from Germany than we were a year and a half ago. He suggested that people like Herr Stinnes, whom he described as a sort of Lord Northcliffe and Krupp rolled into one, were rich enough to do their bit for us. While we were being bled white there was a singular and depressing absence of zeal on the part of the Government to search the capacious pockets of Germans. It was a dangerous thing to lay down that when Germany went to war and was the bloodiest

MAN WHO WON'T BE KILLED

MR. HAWKER'S ESCAPE AT BROOKLANDS.

Mr. H. G. Hawker, the airman and motorist, who has earned the little of "the man who won't be killed," had a wonderful escape at Brooklands.

While he was testing a 400-h.p. Sunbeam motor-car, and travelling at a terrific speed, it dashed off the track, tearing a gap in the corrugated iron fencing the size of a house. The nose of the car was smashed but Mr. Hawker coolly alighted, stood beside his damaged car, and invited the photographers to "snap" him.

In the afternoon he won a race at 99½ miles an hour.

MR. HAWKER'S ADVENTURES. Mr. Hawker can now count more thrilling escapes than almost any other man. Here are some of his adventures:

Aug. 1913.—When he made his gallant attempt to win *The Daily Mail* "Round Britain" Flight prize he met with an accident in alighting off Dublin.

Oct. 8, 1913.—While flying at Brooklands a sudden gust of wind caused him to crash, and he was taken to hospital.

March 8, 1914.—Fell again while flying at Albury, South Wales, escaping without injury.

June 27, 1914.—Fell into trees at Brooklands from a height of 500 feet while looping the loop. Unhurt; machine smashed.

Feb. 27, 1916.—At Brooklands the cow of his engine blew off in mid-air. Again unhurt; machine damaged.

May 18, 1919.—Mr. Hawker's famous rescue, with Lt. Com. Mackenzie-Grieve, from the Atlantic, while making the flight for *The Daily Mail* £10,000 prize. From the moment the machine passed over the coastline no news was heard till seven days later, when a Danish steamer reported their rescue.

Another wonderful escape at Brooklands was that of Capt. C. L. E. Geach, when, at a speed of probably more than 100 miles an hour, his car overturned and threw him out. He was practically unhurt.

on one pretext or another were to hold their hand.

A delegate wished to add to the resolution a demand that the German ex-Kaiser should be brought to justice, but the conference raised noisy protests against this, and the suggestion was dropped.

After a woman delegate had pressed the conference not to do anything to weaken the party, and to abjure the false doctrines of the Northcliffe Press, the resolution was carried with acclamation.

A resolution declaring that any increase in the rate of postage on printed matter would involve an undue share of the maximum scale of election expenses being appropriated to postage account was agreed to without discussion.

LOCAL ASSOCIATIONS AND THE COUPON.

Mr. Joseph Nelson (Peckham), who was shouted down the day before, moved:—

That this conference requests the Leader and Whips of the Conservative and Unionist Party not to support a Parliamentary candidate in any constituency who is not approved by the local Conservative or Unionist Association; and that the National Unionist Association gives its support only with the concurrence of the local association. The associations he said felt that they were not having quite a fair opportunity of deciding who should be the candidates of the party.

Sir George Younger hoped the conference would not express any such opinion as that asked for in the resolution. They had at present he said a Coalition Government. At the last election they supported officially certain Liberal candidates and they were bound in honour to continue to support those candidates so long as they supported the Coalition Government and the Coalition Government remained in office. The Liberal members of the Coalition were expressly elected to carry out a certain policy and so long as they did so honestly they could not in his opinion recognize or encourage any other candidate put up against them in the constituency they represented.

The Chairman said that the war had taught them that there were greater things than party. He had emphasized this. He hoped his friend would withdraw, but the chairman did not put it to a vote, and proceeded to the less controversial business of the day.

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FRIDAY, Aug. 6th.

"POLLY WITH A PAST."

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SATURDAY, Aug. 7th.

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"A FRIEND OF KINGS."

GREEK AND "ACTRESS OF NOTE."

Described by his counsel as a friend of kings and "one of the most distinguished soldiers of to-day," Major George Melas, a Greek subject of Leinster-gardens, W., was the plaintiff in an action before Mr. Justice Lush in the King's Bench Division of the London Law Courts. He sued Mr. A. A. Embiricos, also a Greek, of Hauteville, Harrietsham, Kent, to recover damages for determination of an agreement to employ him for five years. Mr. Embiricos was said to have lost heavily in a theatrical enterprise produced for "an actress of note."

The defence was that Major Melas discharged himself and that he was incapable of his duties, and that if he did not discharge himself his dismissal was justified.

Mr. Cyril Atkinson, K.C., for Major Melas, said the major had been connected with the Greek Army almost entirely since 1896. In the war with Bulgaria in 1913 he fought 24 battles in 27 days. He was an intimate friend of King George of Greece and knew ex-King Constantine from his childhood. When King George was assassinated in 1913 Major Melas became personal secretary to King Constantine. That lasted till 1915 when he took rather a strong line with the King, with whose views he was not in sympathy, and threw in his lot with Mr. Venizelos. He rejoined his regiment and saw a good deal of fighting.

In 1916 he went to the Salonika front, where he acted as liaison officer with the British 16th Army Corps. Last year he was decorated by King George with the M.C. After the armistice he became assistant attaché at the Greek Embassy in Paris, and he was there at the Peace Congress.

UNNAMED ACTRESS.

Early in the war Major Melas had met Mr. Embiricos in Athens, a friendship formed, and last year an arrangement was come to whereby the major should be employed by Mr. Embiricos—who was a very wealthy man—as his representative and travelling companion, at a salary of £1,000 a year. An agreement was signed in which Mr. Embiricos had put the clause: "In case I am not satisfied with your services, whatever the reason may be, I shall have the right to dispense with your services and to pay you the remaining period of the time you have not served, and which will end my liability towards you."

Mr. Justice Lush asked to see the agreement, which was in Greek.

NOTICE.

KOWLOON CRICKET CLUB.

The next Alfresco Concert will be given in the grounds of the above Club on Saturday, August 14th, at 9 p.m. The Black Cats will re-appear with a change of programme assisted by a String Band. Admission \$1.00 Tickets at MOUTRIE'S or The Club.

NOTICE.

Mr. Atkinson said the arrangement lasted only 11 weeks, during which time Major Melas did gardening work and supervised the estate—so far as he knew, with complete satisfaction. He suggested that the real reason for his dismissal was that Mr. Embiricos lost £22,000 on a theatrical venture in London which he was producing for "an actress of note." Soon after this failure he began to manufacture grievances against Major Melas and advertised his estate for sale.

"THE GIRL FOR THE BOY." In his evidence Major Melas said he had fought in the wars of 1886, 1897, 1912, 1913, and 1916. He tried to persuade King Constantine to march with the Allies, but he refused. He went to Hauteville last July.

Cross-examined by Mr. Barrington Ward, Major Melas agreed that Mr. Embiricos had complained of his work.

Sir John Stavridis, Greek Consul-General, described efforts he made to mediate between the parties.

Mr. Embiricos, in evidence, said that Major Melas failed to do his work satisfactorily, though he understood the work. One day he said he was going for good. "I was willing," said Mr. Embiricos, "to keep him if he changed his mind to work. If he would change his mind and work I would keep him. If he would not, he could go."

Mr. Justice Lush: I don't understand. That is very near dismissing him is it not?

Mr. Atkinson (cross-examining): In July you were living happily with your wife at Hauteville, Mr. Embiricos?—Yes. By October your wife had gone?—Yes. And divorce proceedings were instituted?—Yes.

You had lost a lot of money over this theatrical production?—Which production?

I don't want to mention names—the theatrical production "The Girl for the Boy."—I lost money, but nothing like the amount you mentioned.

Mr. Justice Lush said it was clear that Mr. Embiricos dismissed Major Melas, and he entered judgment for the major for £2,781 with costs, except the cost of an expert witness.

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NOTICE.

During the temporary absence of the undersigned on leave, or until further notice, the Hongkong Agency of the China Mail Steamship Co., Ltd., will be in charge of Mr. O. T. Surridge, effective August 4th.

O. H. RITTER, Agent.

Hongkong, 4th August, 1920.

NOTICE.

HONGKONG TRAMWAY CO., LTD.

(Incorporated in the United Kingdom)

Notice is hereby given that an Interim Dividend of Nine Pence per Share on account of the year 1920 has been declared.

The Dividend will be payable on and after Wednesday, the 25th day of August, 1920 to Shareholders on the Register on Tuesday, the 10th day of August 1920 and will be paid to Shareholders on the Colonial (Hongkong) Register at the exchange rate of 3/8 per Dollar.

By Order of the Board,

R. J. WILTON, Acting Secretary.

Hongkong, 25th July, 1920.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 27th August, 1920, at 12 o'clock (noon)

at their Sales Rooms, Duddell Street,

(for account of the concerned) The Wreck of the

S.S. "CHIYO MARU"

as she now lies off the Lema Islands

Terms: Cash on fall of hammer when the wreck will be at purchaser's risk.

LAMMERT BROS.

Auctioneers.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE AND STRAITS.

THE Company's Steamship

"CALCUTTA MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, Today.

Goods not cleared by the 12th August, 1920, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within the days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.

Hongkong, 5th August, 1920.

WANTED.

WANTED.—Light Chassis or Sidcar.—Write E. Newhouse, P.W.D.

WANTED.—House or Flat. Furnished or Unfurnished by Married Couple, Peak District. Apply Box 406 c/o "Hongkong Telegraph."

TO BE LET.

TO LET.—Furnished Bedrooms well aerated. Harbour view, central vicinity. Immediate occupation. Apply Box 407 c/o "Hongkong Telegraph."

FOR SALE.

FOR SALE.—Abergeldie 135 Peak. Apply 135 Peak.

TO LET OR FOR SALE.

Glenshial, No. 141 The Peak, near Barker Road Tram station. Apply to Linstead & Davis Alexandra Buildings.

LOST.

LOST.—Strayed, from No. 8, Cox's Road, Kowloon, a fox terrier pup, four months old. Black markings on head and black spot on back, answers to "Spud." Reward on returning to above address.

LOST.—Between Peak and Hongkong Hotel gold bar brooch with rough pearl in centre. Reward on returning to No. 74 The Peak.

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 6th August, 1920, commencing at 2.30 p.m.

at their Sales Rooms, Duddell Street

A Quantity of Fine Teakwood & Blackwood Furniture

Teakwood:—Chesterfield and tapestry covered couches, easy chairs, writing tables, bookcases, lady's desks, music stand, medicine chests, sideboard, dinner wagon, dressing table, marble top washstands, chest of drawers, wardrobes, bedsteads, occasional tables, etc. etc.

Blackwood:—Curio cabinet, oval table, stools, sofas, armchair, corner chair, opium stools, high marble top tables, flower stands, dressing table with mirror and marble top, music stool, etc. etc.

Also Double & single iron bedsteads, carpets & rugs.

1 Large Enamelled Bath
1 Enamelled Wash Basin
1 Oval Mirror
1 Antopiano with records, & record cabinets
On view from Thursday the 5th August 1920.

Catalogue will be issued. Terms: Cash on delivery.

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The Undersigned have just received a new consignment of Milner's Safes.

LAMMERT BROS.

Duddell Street.

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 "ACHILLES" 9th Sept. London, Amsterdam & Antwerp
 "LYCAON" 20th Sept. London, Amsterdam & Hamburg

LIVERPOOL SERVICE

(Direct or via Continental Ports)

"ALCINOUS" 14th August Havre and Liverpool
 "BELLEROPHON" 20th August Genoa, M'les L'pool & Glasgow
 "RHESUS" 2nd Sept. M'les Havre and Liverpool
 "CYCLOPS" 11th Sept. Genoa, M'les L'pool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)

"IXION" 17th August Victoria, Seattle and Vancouver
 "TALHYBIUS" 30th August
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CONSIGNEES.

THE ADMIRAL LINE.

The Steamship
 "PAWLET"
 having arrived from Portland, Oregon, via ports, on 1st August consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. Kowloon, and stored at consignee's risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 6th inst. by the Co's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claim will be recognized after the goods have left the Godowns, and cargo undelivered on and after the 7th inst. will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.,
 United States Shipping Board
 Emergency Fleet Corporation
 Managing Agents.
 THE ADMIRAL LINE.
 5th Floor Hotel Mansions
 Hongkong, 31st July, 1920.

NOTICE TO CONSIGNEES.

The Steamship
 "INNSBRUCK"
 From TRIESTE, VENICE,
 ADEN, COLOMBO, PENANG &
 SINGAPORE.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2nd inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 15th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.,
 Agents,
 Hongkong, 2nd August, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Co's Steamer
 "PROMETHEUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 5th August.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 11th August, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 25th August, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
 Agents.

Hongkong, 3rd August, 1920.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO., LTD.

S. S. "DOYLESTOWN"

From CALCUTTA via
 PENANG, SINGAPORE and
 SAIGON.

The above mentioned vessel having arrived from the above mentioned Ports, consignees of cargo are hereby informed that they must take immediate delivery of same from alongside, and all cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports & Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the godowns where they will be examined on August 9th at 10 a.m.

All claims must be presented within a week of the steamer's arrival here after which they cannot be recognized.

No claim will be admitted after the goods have left the godowns, and all goods remaining undelivered after August 10th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S. S. CO.
 As Operators, U.S. Shipping Board.

Hongkong, 3rd August, 1920.

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| P. P. Brady | child |
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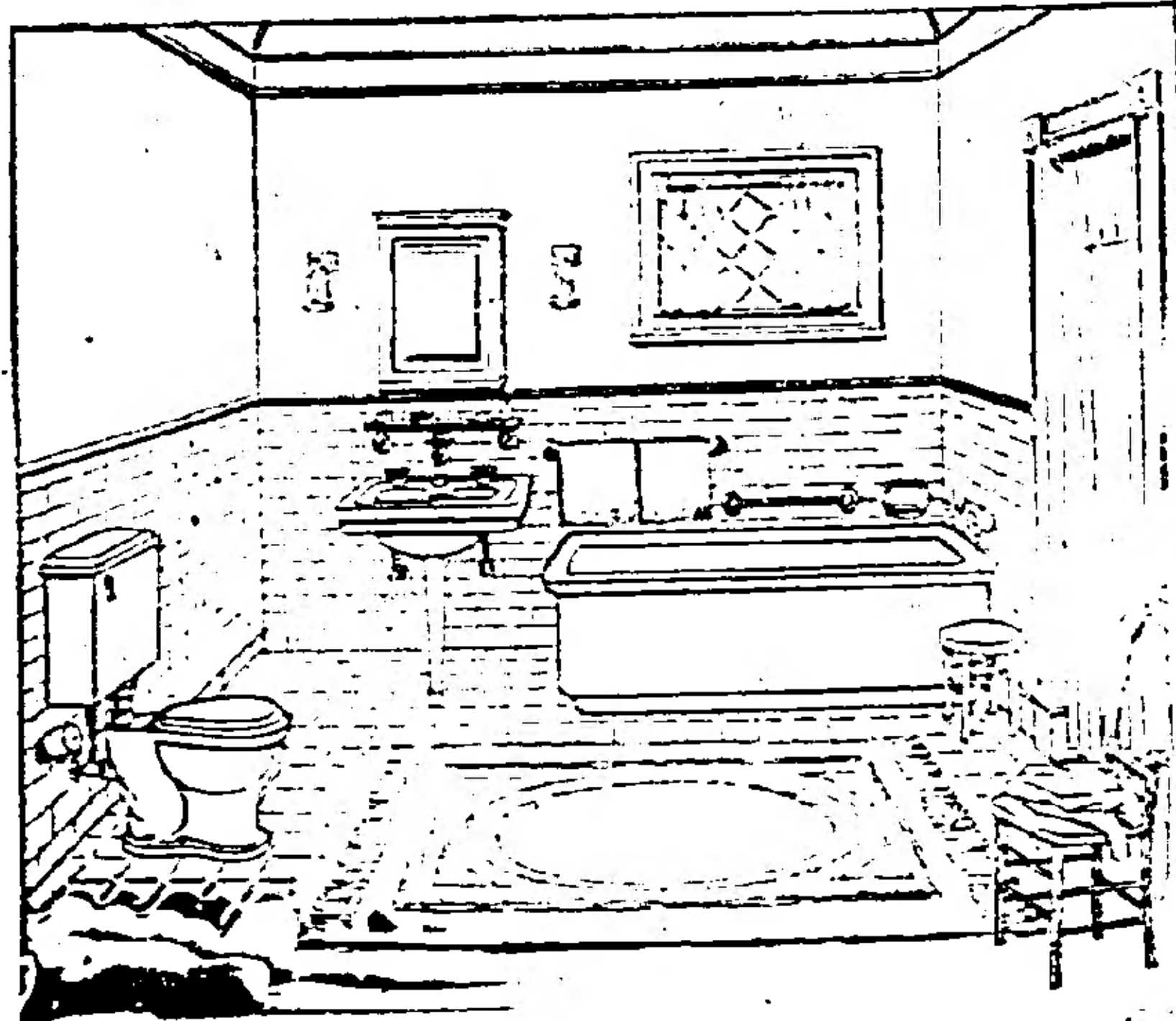
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READY TO FIGHT.

"Jack Dempsey, the heavy-weight boxing champion of the world, has sent the following message to *The Weekly Dispatch*—

"I am waiting at Los Angeles (Cal.) for an answer to my ultimatum issued to Georges Carpentier that within the week he will fight me on 'Labour Day,' the first Monday in September."

The announcement which Carpentier issued on the day of my acquittal that he was returning to France on July 10 I take to mean only one thing—that he does not care to fight me. Should Carpentier "pass up" this opportunity, I will immediately accept whatever challenges may be issued by other heavy-weights.

My trial for draft dodging just ended at San Francisco cost me many thousands of dollars, and I must fight. Whom I fight does

not matter. If there are no new opponents, I will go "down the line" and fight again all those I have already whipped.

There is also a possibility that my campaign may take me to England to fight Wells or Beckett.

As I was confident of acquittal I have been in constant training, and if necessary could step into a ring in two weeks' time. I am in the same good condition as when I fought Willard.

I don't want to harass Carpentier, but I am honest in my belief that should he return to France this time he will not come back to the United States as long as I am the world's champion.

Neither I nor my manager, Jack Kearns, has signed any contracts whatsoever. The match is open to any promoter, including your well-known Mr. Charles B. Cochran. There must, however, be sea-side bids—a new departure in pugilism—the fight going to the highest bidder.

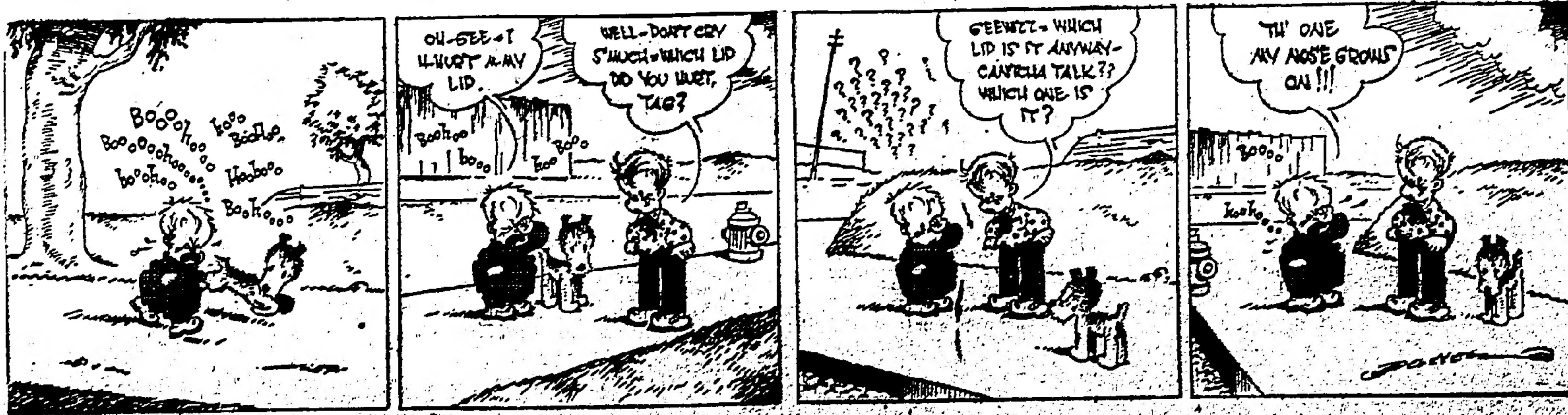
I would just as soon meet Carpentier in Europe as in my own country.

(Signed) Jack Dempsey.

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THE HONGKONG DISPENSARY.

Phone 16.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but a and evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is \$36 per annum. (Payable in Advance.)

The rate per quarter and per mensem, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The "Hongkong Telegraph" is delivered free when the addressee is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

Single Copies, Daily, ten cents.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshien, Canton, who are our agents there.

DEATH.

WALKER.—At the French Hospital, on 5th August, Elizabeth Walker, beloved wife of Captain E. Walker, of the Douglas Steamship Company. Funeral will pass the Monument at 3 p.m. on the 6th August.

The Hongkong Telegraph

HONGKONG, THURSDAY, AUGUST 5, 1920.

BRITISH SHIPBUILDING.

From the Home papers we gather that demands for more wages and shorter hours are still being made on behalf of the men employed in shipbuilding, but that the Unions are disinclined to accept the suggestion of employers that there should be an investigation into the economic position of the industry. One commentator says that the Trade Unionist leaders prefer to put obstacles in the way of the real facts being made known, to stop the working of overtime and by thus preventing the worker earning the high wages which would then be possible, to keep him in the state of discontent which will win him votes when extreme measures are proposed. These are hard words, and whether they truly represent the facts or not, it surely stands to reason that if men are constantly assured they have only to keep output down to obtain still shorter hours and higher wages, or at least no reduction of wages, they will not be averse to supporting such a policy. If it could be brought home to them by an investigation committee on which they were represented that British shipbuilding could not carry on under such conditions, and that in the desire to work less and earn more they were running a real risk of losing the job altogether they would no doubt refuse to be swayed by those who are apparently out to wreck the industry, and get on with the job.

One suggestion put forward for a solution of the labour unrest in the shipyards was that payment should be by results, but a ballot by the Amalgamated Engineers' Unions resulted in a large majority voting against even giving power to Trade Union officials to negotiate with employers on the subject. If the men only want a fair return for labour done, it is difficult to understand why they should take up such a stubborn attitude on a proposal of this nature. Possibly, however, it has something to do with a fear that high output might in the end lead to unemployment. That there may be periods of unemployment is probable enough, but they are not likely to arise from speeding up the output. This policy must tend to widen the market for our productions and to reduce unemployment. Absence of the opportunity to work is more likely to come from the practice of the policy of retarding output and the high cost of production. Quite apart from these considerations, however, it is quite desirable that the question of the regularisation of employment should be considered. It is a problem which ought to have been tackled long since, and would have been considered long ago but for the suspicion with which every move on the part of the employer is regarded by the worker. The man who works for wages seems unable to get out of his mind that there is a catch in every proposal made by the employer which associates high wages and regularity of employment with an improvement in output. The suggestion which is now likely to be put forward is that unemployment should be a first charge on industry, and we hope that even this drastic proposal will not be turned down by employers without careful consideration. The men should, however, have it clearly in mind that if the profits of an industry are to have an unemployment fund as a first charge upon them, it is up to them to do their part to see that the profits are on a scale which will enable this tax to be borne without crippling the enterprise.

The shipbuilding industry means everything to Britain. The position to-day seems rather like men who are endeavouring to produce unemployment by a studied disregard of all economic laws asking for out-of-work pay. But a moment's reflection ought to make it clear that with a heavy fall in shipowners' earnings in prospect, and sufficient tonnage already in hand to satisfy requirements, orders for additional tonnage at the high prices now ruling are not likely to be easy to obtain. If shipbuilders are to keep their building slips fairly well occupied during the next few years it will be necessary to quote lower prices for new ships than those ruling to-day. Production costs will have to come down, and although this will not mean lower earnings for the workers while the cost of living remains at its present level, yet it is work done and not hours spent in the shipyard which must be the real test.

NOTES & COMMENTS.

ERIN'S ISLE.

In spite of several ridiculous anonymous letters, evidently written by an Irishman with more Celtic blood in him than common sense, we feel constrained to make reference to the efforts being made by the British Government to restore order in that sorry country—Ireland. No one can read the daily stories of crime and outrage without being sincerely moved—moved to sympathy with the police and military who are but doing their duty according to their sworn oaths of allegiance, and moved to anger at the fact that people in this enlightened Twentieth Century still think that bloodshed and terrorism are legitimate weapons with which to secure a political end. Whatever the end may be, it does not justify such methods as are now being practised by a minority of political intriguers, and for that reason we sincerely hope that the Bill which is due to be introduced in the House of Commons to-day will achieve the restoration of order that it aims at. We are not very sanguine that it will, because Mr. Lloyd George, in the course of the discussion in the Commons, admitted that the Government could not hope that any measure carried by any British House of Commons would meet the unreasonable demands which the bulk of the Irish people were making. In other words the Government has recognised that Ireland is, for the moment, alienated from it and that nothing but a stern hand and a palliative or two will alter matters. We firmly believe that the British Government has brought a good deal of this upon its own head by reason of its many previous shiftings of the Irish problem—it ought to have passed Home Rule in Gladstone's time let alone have carried into effect the efforts of Asquith and others since. But, during the war, when certain Generals and Departments bungled things, it would not have been right to have adopted the attitude "Oh well, let us lose the war." Similarly, because of past errors there is no justification for saying that the Empire deserves to lose Ireland, and the present clamour for a Republic is only making the task of the British Government all the harder. Ireland must be retained as an integral part of the Empire, and the sooner that all Irishmen recognise that the sooner will come the long prayed for settlement. We did not intend to say anything further about the rebel Archbishop Mannix, but the anonymous writer to us who thinks it is everyman's duty to support and applaud whom he thinks are "Princes of the Church" had better realise that these days are a little different to those in which men known to priests just because they were such. Priests have no jurisdiction over any man's actions or honest convictions, and it is not within a priest's province to meddle in political affairs to the neglect and detraction of his spiritual mission. At the same time the influence that the priests wield must not be forgotten and we contrast Archbishop Mannix's attitude to that of Cardinal Logue, as told in the cables yesterday.

THE AMERICA CUP.

In view of the recent splendid effort made by Sir Thomas Lipton to regain the America Cup, a great deal of interest will be attaching to the news which has been made public that Mr. A. C. Ross, of Canada, has sent a challenge to the New York Yacht Club on behalf of the Nova Scotia Club. Sir Thomas Lipton himself has already stated that he was prepared to contest the event again in 1922, but he will doubtless be willing to take a rest in favour of another British competitor. The challenger, if this challenge is accepted and the boat can be provided, would have a distinct advantage over any that could be sent from Britain, because it would not be a boat that would have to make a trying trip across the Atlantic. Conditions would be more equal and there would be no or little handicapping time allowance. The actual arranging of the details can safely be left to the Canadian yachtmen, although the estimate of two million dollars would seem to preclude anything but a public movement for subscriptions. The idea that the financing of the matter should be left to an individual might be a good one if any sufficiently wealthy and interested person could be found to come forward.

DAY BY DAY.

JUSTICE IS THE FIRST VIRTUE OF THOSE WHO COMMAND, AND STOPS THE COMPLAINTS OF THOSE WHO OBEY.—*Diderot.*

Owing to some damage to her rudder, the M. M. liner Andre Lebon was this morning towed from the quarantine station to her mooring place by a tug sent from the Kowloon Dock. She arrived in port this morning from Marseilles.

Yesterday's health return shows six cases of plague (all Japanese), of which one was fatal; three fatal cases of enteric (all Chinese) and two occurrences of cerebro-spinal fever (both Chinese), of which one ended fatally. All the plague and two of the enteric cases were imported.

The s.s. Venezuela, which arrived this morning from San Francisco via Manila only brought 35 bags of mails, mostly parcels. It is believed that the Kashima Maru, which comes in to port to-morrow, carries the mails that were taken off the Empress of Asia.

Cruelty to poultry by allowing their legs to protrude through the bottoms of the crates while they were being loaded on to a truck formed the subject of a charge brought against two Chinese coolies at the Police Court this morning, when a fine of \$2 or five days was inflicted on each of the accused.

It is with regret that we announce the death of Quarter Master Sergeant Arthur Henry Wood, of the Royal Engineers, which took place yesterday afternoon at the Military Hospital. The deceased, we are informed recently arrived in the Colony. The funeral takes place this afternoon, the cortege starting from Wellington Barracks at 4.30.

A Chinese who sacrificed his sobriety on the altar of Bacchus was the subject of the following conversation which took place in Mr. N. L. Smith's Court this morning.—The Magistrate:—Did he go on the bust?—Inspector Moore (the Prosecuting Officer):—The man was mad drunk. He was very violent.—The Magistrate:—\$5 or ten days.

The death took place at the French Hospital at about 10 o'clock this morning of Mrs. Elizabeth Walker, wife of Captain Walker of the Douglas Steamship Company. The deceased had been under treatment at the Hospital for some time. She suddenly took a turn for the worse this morning and passed away. Much sympathy is felt for Captain Walker who is at present away on his ship. The funeral is announced to take place to-morrow, the cortege passing the Monument at 5 p.m.

Three Chinese who wanted a cheap passage to Singapore, and with that idea gave cumshaw money to a man employed on the Haitan, were unable to make their stay on the steamer a lengthy one. Prior to the departure of the steamer for Singapore yesterday, the Police conducted a search on the vessel, and with considerable trouble eventually managed to dig the men out from under a half-ton pile of rope in the fore-cabin in which they were concealed. At the Police Court this morning, Mr. R. O. Hutchison sentenced each of the would-be stowaways to a fine of \$25, or one month's hard labour in default of payment.

FRANCE'S DEAD IN THE GREAT WAR.

Paris, June 17.—The *Matin* to-day announces that the Statistical Department of the Ministry of War has just published the definite total of French killed during the Great War. The total number of killed for the Army is given as 1,353,977, including 361,654 reported as missing.

ROSEMARY AND RUE.

[BY "TONY."]

SHAMROCK'S DEFEAT.

Wherein lies an omen. If resolute action is taken in Ireland the dear little shamrock will be compelled to leave the troubled sea of strife for the calmer backwaters of submission.

The dear little shamrock . . .
The poor little, sad little
Shamrock of Ireland.

THE REVIVALISTS.

It was thought that the Charlie Chaplin moustache passed away with the war, when it was much affected by subalterns during that epoch-making period. It existed from the tiny pencil moustache, perfectly aligned to the exact width of the nose, to the sturdier blacking-brush appendage, and was proudly cultivated to the intense admiration of the genus flapper. This hirsute arrangement is apparently being revived. Quite a number may now be seen in the fashionable places of Hongkong, hanging from potent upper lips like the tufts of Norwich canaries. Let us hope the illustrious Charlie will be duly flattered. For imitation is the sincerest form of flattery.

RESULT.

Let it be remembered that patience is a virtue. But how frequently impatience is shown when others have opinions of their own. However, in reply to one quotation here is another:—
"La patience est amere mais son fruit est doux."

THE LAST WORD.

When your adversary in argument resorts to abuse, you are perfectly justified in assuming that you have got him on the hip. Eventually he will be reduced to such a state of impotence that he will only be able to emulate the nagging old woman who, in the course of an argument with her husband about a pair of scissors, was pushed into a stream. Even when she was drowning she held her hand defiantly above the water with two fingers moving to illustrate the motion of cutting.

THE BEACHCOMBER.

Of all the great fraternity of tramps the beachcomber is indeed the most unfortunate. Compare his lot with that of the American hobo, who has a vast continent over which to wander and beg his lazy way, his peregrinations often lightened by stolen train rides at the expense of unwilling railway companies. Or the irresponsible Australian swagman, meandering from town to town, from bush to bush, to the other, even the English tramp, when the drowsy summer months have sped by, has the workhouse as a refuge, or hibernates in the haysheds of unsuspecting farmers. But the beachcomber, an outcast in a small community of his own colour, is debased from the privilege of the wanderings of other tramps. He is doomed to end his days in the place of his degradation. No associates, no home or money, and yet in some mysterious way a cigarette usually hangs from his lips or a brandy stimulates his paunch. He is a mystery as well as an outcast, with no means to carry him to more congenial places; but even if such luck should by chance attend him, the dope shop would probably stop him on his way to the shipping office. What has been the past of the wretched beachcomber no one knows. It is with pardonable curiosity that one wonders sometimes what he was in those bygone days and there is an often unwarranted tendency to link with him the name of romance. Whatever may have been his connections—was he a sailor or a cockney, the discredited member of a respected family or a sailor man—it is to his credit that he seldom tells of his past life. Without doubt, there is someone who sometimes thinks of him with sorrow or shame.

WHICH?

As one who belongs to neither the psychic nor the orthodox religions, I have watched with a perfectly open mind what is almost a comedy, played by the Spiritualists on the one hand, and the Churches, together with Agnostics and Rationalists on the other. As I have closely followed the arguments set forth, and in addition have seen the unchurchlike methods of propaganda

THE DELAYED-MAILS.

WHEN WILL THEY ARRIVE?

It would be a very remarkable prophet who could definitely state on what vessel the batch of mails delayed at Vancouver will arrive here. With the announcement that the Great Northern, which was supposed to carry the mails, will not call at Hongkong, hopes of an early receipt are out of the question, but there still exists the possibility of a relief to the general business anxiety in the knowledge that the Kashima Maru, which left Seattle on the 7th of July, a few days after the departure of the Empress of Asia from Vancouver, may have the missing mails aboard her. Until the arrival of this steamer, we must possess our souls in patience while awaiting the result of the dispute that is in progress between the Canadian Government and the Canadian Pacific Ocean Services over the question of mail subsidies.

While on this subject of mail subsidies, we think that it is about time that the local Postal Ordinance underwent a revision which will make the terms granted to the transportation concerns more in accord with the volume carried. Outside of deliveries under contract terms, applying to the more regular services, a grant of one cent per letter and four cents per parcel is made to other transportation services among which the C.P.O.S. is included. This subsidy entails the carriage of transit mails for which no charge is allowed. As an instance, it may be stated that the mails that are brought here from Canton or Manila for transmission to America are dumped on to vessels in receipt of the one cent rate without the inclusion of the additional charges, and it not infrequently happens that the volume these gratuitously-carried mails is greater than that on which the rate of one cent is allowed. Under such circumstances it is not unlikely that the C.P.O.S. will press for this additional mail matter in the terms that will inevitably be revised here following a successful application for the concession of better terms from the Canadian Government.

employed by the orthodox religions, I think that, based on fair and sound judgment, the arguments of Lodge and Doyle must outweigh the rather vindictive assertions of their opponents. Conan Doyle claims that when Crookes appealed to Stokes, one of the bitterest opponents, and the Secretary of the Royal Society, to come down to his laboratory and see the psychic forces at work, he refused. Another point which Doyle emphasises is that it is possible to write down fifty professors in great seats of learning who have examined and endorsed the facts of psychic manifestations, and that the list would include many of the greatest intellects which the world has produced in our time—Flammarion, Lombroso, Richet, Russell Wallace, Myers, Lodge and Crookes. That such men as these represent the only science that has the right to express an opinion, because they have tested and endorsed the facts expounded by Myers, Lodge and others. Whereas their opponents have reviled them without the obvious proof in the laboratory. Casual visits to the faked seances of charlatans is not proof. One might as well attempt to study the stars in a grog shop. It is reasonable to suppose that the great men of science must naturally inspire more faith than men of lesser intellect, and those who have not even experimented. Moreover, when men heap anathema and ridicule upon any great movement, it is the surest sign that their argument is weak and that certain interests will be affected if that movement is successful.

TYRANNY.

When all nations agree to substitute tea
And mineral waters for beer,
The pussyfoot cranks will be
Up to their pranks,
And go a bit further, I fear.

Through impossible bores and tyrannical laws,
We'll abandon our pleasures and fly
To obscure little islands off the coast of the Highlands
Where still we can drink on the sly

TO-DAY'S MISCELLANY.

Oxford has no college quite like Keble, which has just celebrated its jubilee of opening. It is the only one in the University without medieval associations, the only one pre-empting a dedicated memory of our own time. Completed within 15 years, it began in a public subscription of £30,000, one of the quickest responses ever made to an appeal. The beautiful chapel, costing £30,000, the hall and the library were gifts of the Gibbs family, of Lymington. Presentation volumes bear the names of Newman, French, Charlotte M. Yonge, and Liddon. The Keble's relics include a holograph copy of "The Christian Year"; and in the Liddon Memorial Chapel hangs the senior of Holman Hunt's twin canvases, "The Light of the World."

Mosul, which appears to be a storm centre at the present moment, is an old-world Arab city built, not on the actual site, as commonly stated, but upon some outlying suburb of the Scriptural Nineveh. It was once a very prosperous place, famous for the manufacture of muslins—which probably derived their name from the city—but commercial ruin, begun by the rise of Bushire, was completed by the opening of the Suez Canal. This lost prosperity may now return with the discovery of oil. Mosul possesses a population of curiously mixed religions who display those "Kikuyu" tendencies which have recently distressed some Anglican bishops. That is to say, Christians and Mohammedans equally venerate the two local saints, St. George and Jonah. The Minor Prophet is supposed to have been buried here after he had survived his singular adventure with a whale and his traditional tomb still stands on the opposite bank of the Tigris.

Is art or nature responsible for the fact—mentioned by Professor Parsons in a lecture before the Royal Anthropological Society—that in London red hair is more prevalent among the upper than the lower classes? The same preponderance would hardly have been found in the days when red hair, instead of being fashionable, was regarded as a vulgar blotch on one's looks, as seems to have been the case not so very long ago. Mme. de Boigne gives a vivid description in her memoirs of "the young, pretty, and extravagant" Duchesse de Chevreuse, who died in 1813. "She had a grievance which poisoned her life. Her hair was extremely red. She tried to persuade herself that nobody else knew of this defect, and her main preoccupation was how to conceal it. Her hair grew somewhat during her last illness, so two hours before her death she ordered it to be cut and burned before her eyes, in order that no trace of it be left. The Duchess's children having been indiscreet enough to grow hair of the same fiery colour, she held them in horror and would never see them."

Most people think only of the military genius of Napoleon, few realise that he was as great in peace as he was in war. But for Napoleon our sugar ration to-day would be even more microscopic than it is, and but for him the difficulty of feeding our troops and prisoners of war would have been a hundredfold greater. France in Napoleon's day was facing the grave problem of blockade and threatened starvation that Germany had to face, and a comparison of the success of the two nations in their search for a solution to this same problem is illuminating. Germany, with all her advantage of modern scientific knowledge, only turned out a mass of substitutes, not one of which will offer any considerable competition, to the original article. France founded the best sugar industry and invented a method of preserving food in this. True, the German scientists of Prussia discovered the possibility of obtaining sugar from the beet, but Napoleon it was who saw the possibilities of the discovery and founded the industry. The discovery of the method of tinning foodstuffs was the outcome of a prize of twelve thousand marks which Napoleon, who realised the need for some sort of food other than smoked or dried for his troops, offered to the inventor who could supply him with such a method.

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THE DUKES OF YORK.

[BY A. C. FOX-DAVIES.]

The constant round of public duties which Prince Albert has taken on his shoulders, not only during the absence of his elder brother, but also at all other times, would have justified his elevation to the Peerage even if it were not a standing custom always to advance the sons of the Sovereign to that rank. The titles which have been elected Duke of York, Earl of Inverness, and Baron Killarney—were the three conferred upon the King on May 24, 1892, when he, as the second son of the then Prince of Wales, was so created in the Peerage of the United Kingdom. These Peerages merged in the Crown when his Majesty succeeded to the Throne. In the case of Prince Albert, as in the case of his father, they typify the well-accepted rule that for the sons of the King Peerage titles shall be selected, one each from each of the three kingdoms.

The title of Killarney had never figured as a Peerage designation before it was selected for King George, and a good deal of discussion took place at the time as to the reason dictating its choice. The designation of Inverness is rather interesting. A viscountcy of Inverness was conferred with the Dukedom of Gordon in 1684, and that title existed until 1836. A son of the Earl of Kinnoull was in 1718 "created" Earl of Inverness by "James III." the "Old Pretender," but he died without issue in 1749.

In 1801 Prince Augustus Frederick, a son of King George III., was created Duke of Sussex and Earl of Inverness. He was the Royal Prince who, about the year 1831, married ecclesiastically (but not in conformity with the provisions of the Royal Marriages Act of 1772) the Lady Cecilia Buggin, a daughter of the Earl of Arran but the widow of Sir George Buggin. In 1840 the lady was created Duchess of Inverness, and she died without issue at Kensington Palace in 1873.

The designation of York as a Peerage title is one of the oldest we have, for in 1138 William, Count of Albemarle, was given the earldom of the county of York by King Stephen. Otto of Saxony, a grandson of King Henry II., being a son of his daughter Maud, was the next Earl of York from 1199 onwards, but he became Emperor of Germany, and King John declined to admit his claim to the earldom.

Edmund of Langley, a younger son of King Edward III., was created Duke of York in 1385 by his nephew, King Richard II., and in his descendants the title remained, subject to inter-mittent attainders, until his great-grandson succeeded to the throne as King Edward IV., when the dukedom merged in the Crown, and the King conferred it on his second son, Richard Plantagenet, at the age of a few months.

Henry VIII. was created Duke of York at the age of three during the life of his elder brother, and Charles I. was so created at the age of four in the lifetime of his elder brother. James II. was also created Duke of York in 1714 in the lifetime of his elder brother. The youngest son of King George I. was Duke of York from 1716 to 1723.

George III. in 1760 created his younger brother Duke of York and Albany, and after the death of that Duke, unmarried, in 1767, the King conferred the title upon his own second son, the well-known Commander-in-Chief. He died without issue in 1827, and the title was then unused until 1892.

York has thus been consistently a royal title, and the titular King James III. created his youngest son, Henry Duke of York in 1740. He was generally

FRAWLEY CO.

"THREE WISE FOOLS."

The drawing powers of the Frawley Company were again illustrated last night, when a large audience gathered at the Theatre Royal to witness the production of that most delightful comedy, "Three Wise Fools." The play was splendidly handled, the many extremely funny situations and the vein of drama running through the piece holding the attention of the audience from beginning to end. Better comedy acting has seldom, if ever, been seen in Hongkong. The story of the play is well known. It concerns three old bachelors, to whose charge has been committed the care of the only child of an old sweetheart of theirs. Into the ordered routine of the bachelor establishment comes a charming young girl (Miss Fairchild), with what results may well be imagined. There is, of course, a nephew of one of the three old bachelors, and very naturally a love interest springs up between him and the girl. Add to this an unexpected happening in which the girl becomes involved in the entry into the house of a notorious criminal seeking the life of one of the three wise fools, and it will be seen that there are great possibilities in the play. Needless to say, there is the usual happy ending. Mr. Frawley, Mr. Messenger Bellis and Mr. Henry Crosby shared the title role, the first-named giving a particularly fine study of a crotchety old bachelor who is galvanised into new life by the arrival of the pretty Miss Fairchild, which character was well portrayed by Miss Fontaine. Mr. Albert Morrison made an altogether admirable nephew, whilst the minor parts were also in capable hands.

"Lightnin'" which the Frawley players present to-night at the Theatre Royal, is a chapter of real breezy, western America, and is certain to be enjoyed. This popular play was written by Mr. Winchel Smith, in collaboration with Mr. Frank Bacon, and it ran in New York and London for a long period. It is said that talent, like murder, must out. It cannot be repressed, and judging from the excellent impression which the Frawley Company created during its last visit here in the presentation of "Lightnin'" the Company may safely look to a good house again to-night. There will be much to admire in the acting, and the conduct of the law suit in the Law Court is one which will not be forgotten, so perfect is it. It is perhaps the crowning part of the play, and is brilliantly portrayed. Miss Claribel Fontaine in her role is delightfully charming. She has a part which calls for much versatility, especially in the last act.

The Frawley Company is playing at Canton for three nights, commencing Monday, re-opening here on Thursday night with "A Queen of Diamonds," which has never been played here before. In fact the Company is producing it for the first time at Canton, on Wednesday night, and a record house is expected when it is staged here. The Company winds up its season on Saturday week.

At Canton the Company present "Three Wise Fools," "A Queen of Diamonds," and "Polly with a Past."

On Saturday night, when "It Pays to Advertise" will be put on, His Excellency the Governor and Lady Stubbs will accord their patronage.

known as Cardinal York, and was the last made descendant of the Royal House of Stuart.—Daily Mail.

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If you are ill or ailing, or not so well as you would like to be, begin your own cure to-day. Delay where health is concerned is dangerous.

PRISONERS OF WAR.

REVOLUTIONARY CHANGE PROPOSED.

The twenty-ninth Conference of the International Law Association, which concluded its sittings at Portsmouth last month, was notable for three outstanding addresses:

The set but glowing speech of Lord Reading, the Lord Chief Justice, on the need and prospects of the League of Nations.

That of Lord Justice Younger on the scope of international agreement on the treatment of prisoners; and

The outspoken, and no doubt unpopular, admission of Sir R. B. D. Acland, K.C., the Judge Advocate General, that the origin though, as he was careful to emphasise, not the justification of the German brutalities to our prisoners was the refusal of the latter to work and obey prison regulations.

This last statement, which aroused considerable dissent, was not made without the solid basis of five years' experience in investigating reports of enemy brutality. That it should have been made at all showed that a responsible English official was not afraid to acknowledge that the faults were not wholly on the side of the enemy.

The occasion of this speech was the Conference on the treatment of prisoners of war, a topical subject which elicited more prompt discussion than any other of the subjects on the programme. The hon. secretaries Messrs. G. G. Phillimore and H. E. Bellot, had furnished a detailed report showing how futile, had been the regulations of the Hague, and containing suggested amendments, one of which was nothing short of revolutionary.

It was proposed, in fact, that prisoners, on capture, should lose their combatant status and be either sent home on parole or interned in a neutral country which is willing, like Holland and Switzerland in the late war, to receive them at the cost of their Government. The practical objection, which was pointed out by one speaker on the authority of certain temporary officers who had served in the war, was that any such regulation would have operated in the horrors of warfare on the western front as an almost irresistible temptation to desert—a consideration which the Higher Command, in making regulations for the conduct of war, could never ignore. The whole subject was remitted with an instruction not excluding the highly important subject of civilian internment.

NOTICES.

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THE LAWS OF SEA WARFARE.

Much of the best work of the Association is done by committees of experts between conferences, and this year members had the benefit of receiving a preliminary report on the laws of warfare at sea prepared by the Association's Maritime Law Committee during the war. It was an interesting and valuable document based on the Hague Conventions and the Manual of the Institute of International Law and fructified by experience of the conduct of hostilities in the Great War. As it did not profess to be exhaustive, and was the work of exclusively British members, the Conference wisely decided, on the motion of Dr. W. R. Bisschop, to refer it for further consideration to the Committee, enlarged by the addition of neutral representatives. This is in accordance with the tradition and the genuinely international character of the Association.

Probably the most valuable individual contribution was that of a Dutch member, Mr. B. C. J. Loder, of the Appeal Court, the Hague, on the Permanent Court of International Justice. A committee of international jurists appointed by the Council of the League of Nations will meet on June 11th to take up the unfinished work of the Hague Conferences, and to formulate plans for the establishment of this tribunal. As a preliminary a sub-committee of representatives of the three Scandinavian States, Switzerland, and Holland

had recently met at the Hague in order to attain unanimity on a design that could replace the plans previously suggested. Judge Loder's paper gave an outline of the principles agreed on, of which the most important was method of electing the judges on the basis of the equality of States.

In effect it was this: That when the number of judges is agreed (a ticklish point) the election shall lie with the Assembly, in which each State has one vote and an absolute majority is requisite. Each State shall submit its list of candidates, of whom not more than one-third shall be its own nationals. The secretariat will prepare a complete list of candidates, stating against names occurring on more than one State list how often it occurs, without mentioning the names of the proposers. A debate in the Council ensues, and a vote.

SATISFYING THE SMALL STATES. It is claimed for this plan, which is a modification of the final scheme unsuccessfully proposed at the second Peace Conference by the United States, that it satisfies the principle of equality and ensures the legitimate preponderance of the Great Powers, inasmuch as there are more possible qualified candidates in these than in the small countries. It is of happy augury that this plan satisfies the important small Powers of Europe. It remains to convince the South American Republics, which were the greatest sticklers for theoretical equality of representation.

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Passengers to Europe are strongly urged to determine the exact date of the sailing desired prior to, and as far in advance as possible, their departure from the Orient. Traffic conditions on the Atlantic are as congested as on the Pacific. Arrangements for passage can be arranged by letter or cable to all agents of the line. Freight rates from Montreal to Vancouver, London and Glasgow. Passage orders covering all such arrangements will be issued here.

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| West Montop | L. A. Co. | Aug. 12 |
| West Cadron | R. D. Co. | Aug. 12 |
| Mexico | M. O. S. K. | Aug. 13 |
| Alcinous | B. & S. | Aug. 14 |
| Labor | P. & S. | Aug. 14 |
| Toyohashi | M. N. Y. K. | Aug. 15 |
| Greenland | S. & D. | Aug. 15 |
| Sancon | P. S. Co. | Aug. 15 |
| West Campgaw | P. S. Co. | Aug. 15 |
| Kalyan | P. & O. | Aug. 15 |
| Grace D. | R. D. Co. | Aug. 15 |
| Irtion | B. & S. | Aug. 16 |
| Takada | P. & O. | Aug. 17 |
| Prometheus | B. & S. | Aug. 17 |
| Eastern | P. & O. | Aug. 17 |
| Ali M. | N. Y. K. | Aug. 18 |
| Nanking | C. M. Co. | Aug. 19 |
| C. of Spokane | P. & O. | Aug. 19 |
| Tenshin | M. N. Y. K. | Aug. 20 |
| Shidzuoka | M. N. Y. K. | Aug. 20 |
| Africa | M. O. S. K. | Aug. 21 |
| Coastal | P. S. Co. | Aug. 22 |
| West Hika | L. A. Co. | Aug. 23 |
| Delight | P. W. Co. | Aug. 23 |
| Akita | M. N. Y. K. | Aug. 26 |
| E. of Russia | C. P. O. S. | Aug. 26 |
| Plassy | P. & O. | Aug. 26 |
| Birmingham | B. L. | Aug. 27 |
| Nile | C. M. Co. | Aug. 28 |
| Kanagawa | M. N. Y. K. | Aug. 30 |
| Toba | J. C. J. L. | B. Sept. |
| Shinyo | M. T. K. K. | Sept. 6 |
| Ningchow | B. L. | Sept. 6 |
| Alps | M. O. S. K. | Sept. 7 |
| Chicago | M. O. S. K. | Sept. 9 |
| Kansas | B. L. | Sept. 10 |
| Fushimi | M. N. Y. K. | Sept. 11 |
| Egremont | C. D. N. Co. | Sept. 12 |
| Vinita | L. A. Co. | Sept. 13 |
| Easterling | P. S. Co. | Sept. 13 |
| Cape May | P. S. Co. | Sept. 15 |
| Melville | D. R. D. Co. | Sept. 17 |
| Surazi | B. L. | Sept. 20 |

JAPAN, COAST PORTS, ETC.

| Steamer | From Hongkong | Due |
|-------------|---------------|---------|
| Nagato | M. N. Y. K. | Aug. 5 |
| Sinkiang | B. & S. | Aug. 5 |
| Kwongsang | J. M. Co. | Aug. 5 |
| Tillatip | J. C. J. L. | Aug. 5 |
| Indus | M. O. S. K. | Aug. 5 |
| Jeypore | P. & O. | Aug. 5 |
| Loongsang | J. M. Co. | Aug. 6 |
| Shinyo | M. N. Y. K. | Aug. 6 |
| Calcutta | M. N. Y. K. | Aug. 6 |
| Haisang | J. M. Co. | Aug. 7 |
| Tjinhini | J. C. J. L. | Aug. 7 |
| Tean | B. & S. | Aug. 7 |
| Kueichow | B. & S. | Aug. 8 |
| Cheongshing | J. M. Co. | Aug. 8 |
| Kaio | M. O. S. K. | Aug. 8 |
| Choyang | J. M. Co. | Aug. 8 |
| Penang | M. N. Y. K. | Aug. 9 |
| Hailong | D. L. Co. | Aug. 10 |
| Chunsang | J. M. Co. | Aug. 10 |
| Chusan | B. & S. | Aug. 10 |
| Hinsang | J. M. Co. | Aug. 10 |
| Shantung | B. & S. | Aug. 10 |
| Sosho | M. O. S. K. | Aug. 12 |
| Nagato | M. N. Y. K. | Aug. 12 |
| Japan | P. & O. | Aug. 12 |
| Haiyang | J. C. J. L. | Aug. 13 |
| Hailong | J. M. Co. | Aug. 13 |
| Laisang | J. M. Co. | Aug. 14 |
| Taksang | J. M. Co. | Aug. 14 |
| Tjileboet | J. C. J. L. | Aug. 19 |
| Luzon | M. O. S. K. | Aug. 20 |
| Tjikembang | J. C. J. L. | Aug. 20 |
| Tango | M. N. Y. K. | Aug. 21 |
| Easton | P. & O. | Aug. 29 |
| Tangshing | J. M. Co. | Aug. 31 |
| Shisen | M. O. S. K. | Sept. 1 |



TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

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"CITY OF SPOKANE" ... About Aug. 19

For PORTLAND direct.

(Calling at Shanghai and Kobe.)

"COAXET" ... About Aug. 22nd

For SAN FRANCISCO and SEATTLE.

"ELKTON" ... About Aug. 5th

Through Bills of Lading issued to OVERLAND COMMON POINTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephones 2477 & 2478

5th Floor, Hotel Mansions.

SERVICE TO UNITED STATES.

NEW YORK and/or BOSTON
Via PANAMA.

S.S. "SAUCON"

ABOUT AUGUST 15TH.

S.S. "CAPE MAY"

ABOUT SEPTEMBER 15TH.

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LOS ANGELES PACIFIC NAVIGATION CO.

TRANS PACIFIC FREIGHT SERVICE.

HONG KONG

TO

LOS ANGELES, CALIFORNIA, U. S. A.

| Due Inwards | About | Sailing | About |
|------------------|----------|------------------|----------|
| S.S. WEST MONTOP | Aug. 1 | S.S. WEST MONTOP | Aug. 12 |
| S.S. WEST HIKA | Aug. 22 | S.S. WEST HIKA | Aug. 25 |
| S.S. VINITA | Sept. 12 | S.S. VINITA | Sept. 15 |
| S.S. WEST HIXON | Oct. 7 | S.S. WEST HIXON | Oct. 10 |

Through Bills of Lading to all U.S. and CANADIAN OVERLAND POINTS. No transshipment en route.

Shipside connection with the Saltlake, Santa Fe and Southern Pacific Railroads.

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LOS ANGELES, CALIF.

Prince's Building, Chater Road,

BRANCH OFFICE:

Telephone No. 1062.

Kobe, Shanghai,
Manila, Singapore.CHAS. E. RICHARDSON,
General Agent for South China.

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS. TONS. LEAVE HONGKONG.

| | | |
|--------------|--------|-------------|
| TENYO MARU | 22,000 | Aug. 12th. |
| SHINYO MARU | 22,000 | Sept. 6th. |
| PERSIA MARU | 9,000 | Sept. 17th. |
| KOREA MARU | 20,000 | Sept. 30th. |
| SIBERIA MARU | 20,000 | Oct. 13th. |

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO,
SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO,
MOLLEND, ARICA & IQUIQUE.

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AYRES.

STEAMERS. TONS. LEAVE HONGKONG.

| | | |
|------------|--------|------------|
| ANYO MARU | 18,500 | Sept. 9th. |
| SEIYO MARU | 14,000 | Nov. 9th. |

For full information regarding passengers, freight, and sailing apply to:-

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton:

Messrs. T. E. GRIFFITHS, LTD.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"

15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

August: 19th. August: 23th. Sept. 24th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

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Ice House Street.

Telephone, Passenger Dept. 1934.

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STRUTHERS & DIXON, INC.

Operating Far Eastern services or account of the
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COSMOPOLITAN SHIPPING CO.

GREEN STAR LINE.

NEW YORK.

NEW YORK.

Operating Baltimore via Panama Service to the Far East.

For SEATTLE.

"WEST IVIS" ... 7th August.

Through Bills of Lading issued to all U.S. and Canadian

Overland Common Points.

HONGKONG OFFICE—1st floor, Powell's Building, 12, Des Voeux Rd., Tel. 3008.

PRINCE LINE FAR EAST SERVICE.

For New York.

"CELTIC PRINCE" VIA SUEZ CANAL, Early October.

Steamers proceed VIA SUEZ CANAL OR PANAMA CANAL at Owners option.

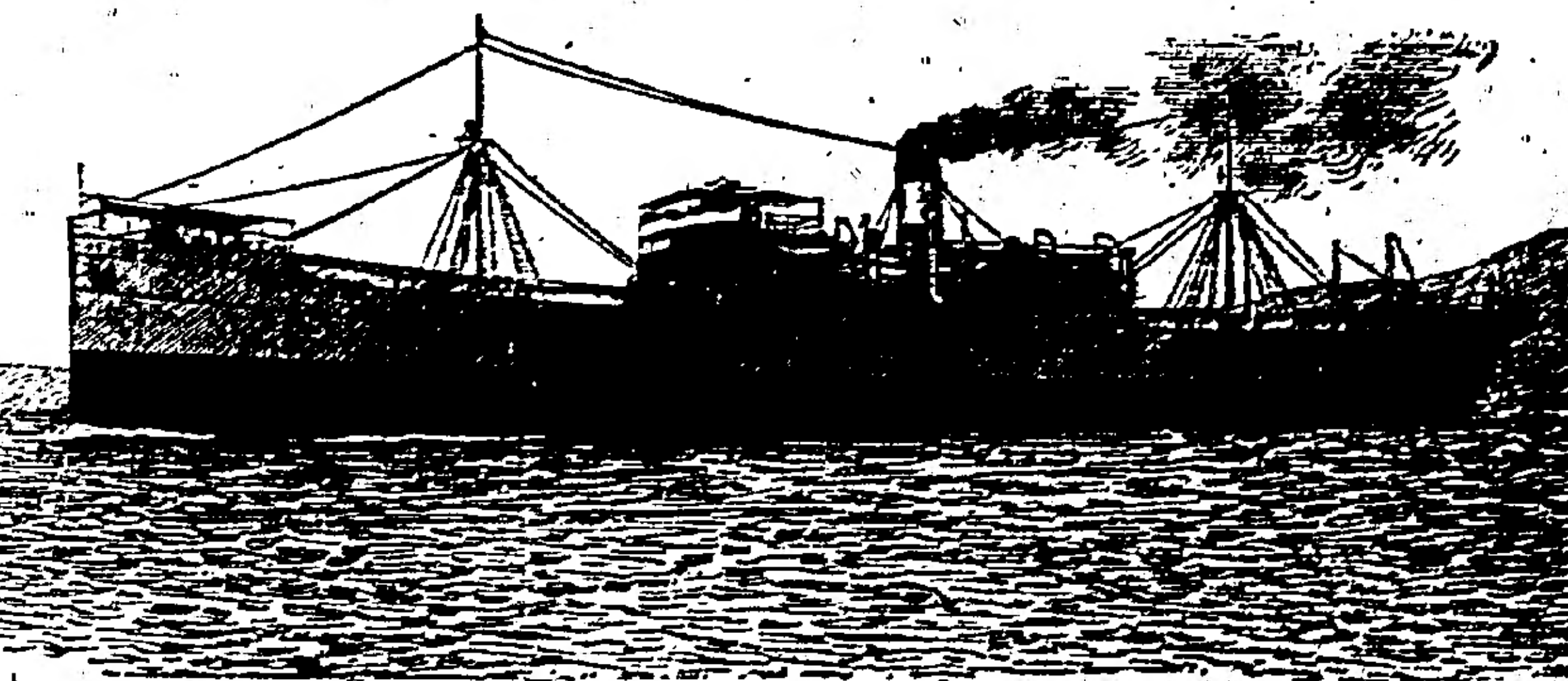
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S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,
to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONGKONG

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P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)
TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

| S.S. | Tons | From Hongkong (about) | Destination |
|--------|-------|-----------------------|--------------------------------|
| LAHORE | 3,300 | 14th Aug. | Marseilles, London and Antwerp |
| KALYAN | 9,600 | 15th Aug. | |
| PLASSY | 7,400 | 25th Aug. | |

BRITISH INDIA-APCAR SAILINGS (South)

| S.S. | Tons | From Hongkong (about) | Destination |
|----------|-------|-----------------------|--|
| TAJAKADA | 7,000 | 17th Aug. | Calcutta via Singapore, Penang & Rangoon |

EASTERN & AUSTRALIAN SAILINGS (South)

| S.S. | Tons | From Hongkong (about) | Destination |
|---------|-------|-----------------------|---|
| EASTERN | 4,000 | 17th Aug. | Sandakan, Thursday Island, Colaba, Townsville, Brisbane, Sydney and Melbourne |

SAILINGS TO SHANGHAI & JAPAN.

| S.S. | Tons | From Hongkong (about) | Destination |
|---------|-------|-----------------------|--------------------------|
| JEYPORE | 5,200 | 5th Aug. noon | Shanghai, Kobe & Y. Hama |
| JAPAN | 6,190 | 12th Aug. | Shanghai & Japan |

WIRELESS ON ALL STEAMERS.
Parcels Measuring not more than 10 ft. x 6 ft. will be received at the Company's Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & CO.
Agents,
22, Des Voeux Road Central.

N. Y. K. NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports. Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.
TOYOHASHI MARU (Calling Manila) Sun., 15th Aug., at 11 a.m.
KASHIMA MARU (Calling Manila) Mon., 16th Aug., at 11 a.m.
FUSHIMI MARU (Calling Manila) Sat., 14th Sept., at 11 a.m.
LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.
ATSUTA MARU... Tuesday, 10th Aug., at noon.
SHIDZUKA MARU... Friday, 23rd Aug., at noon.
HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.
MARSEILLES & LIVERPOOL via S'pore, Cebu, Suez & Port Said.
KANAGAWA MARU... Friday, 20th Aug.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.
AKI MARU... Wednesday, 18th Aug., at 11 a.m.
TANGO MARU... Wednesday, 22nd Sept., at 11 a.m.
NEW YORK via Suez Canal. Thursday, 26th Aug.
AKITA MARU... via S'pore, Rangoon, Calcutta & Cape.
SOUTH AMERICAN PORTS via S'pore, Rangoon, Calcutta & Cape.
PENANG MARU... Friday, 13th Aug.

BOMBAY & COLOMBO via Singapore. Friday, 20th Aug.
TENSIN MARU... Friday, 20th Aug.
CALCUTTA & RANGOON via Singapore & Penang. Friday, 13th Aug.
PENANG MARU... Friday, 13th Aug.
JAPAN PORTS—Nagasaki, Kobe & Yokohama.
TANGO MARU... Saturday, 21st Aug., at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA.

CALCUTTA MARU... Friday, 6th Aug.
SHIMIZU MARU... Friday, 6th Aug.
NAGATO MARU... Thursday, 12th Aug.
For further information apply to—**NIPPON YUSEN KAISHA.**
Telephone Nos. 292 & 293. S. YASUDA, Manager.

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JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

| Steamer | From | Expected on | Will leave on | For |
|------------|------|-------------|---------------|----------|
| Tjilatjap | Java | in port | 5th Aug. | Swatow |
| Tjikini | Java | in port | 7th Aug. | Shanghai |
| Haiyang | Java | 8th Aug. | 13th Aug. | Yokohama |
| Tjileboel | Java | 14th Aug. | 19th Aug. | Yokohama |
| Tjikembang | Java | 16th Aug. | 20th Aug. | Yokohama |

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING
JAVA PACIFIC LIJN.
NEXT SAILING.

| Steamer | From | Expected on | Will leave on | For |
|------------|------|-------------|---------------|----------|
| Tjilatjap | Java | in port | 5th Aug. | Swatow |
| Tjikini | Java | in port | 7th Aug. | Shanghai |
| Haiyang | Java | 8th Aug. | 13th Aug. | Yokohama |
| Tjileboel | Java | 14th Aug. | 19th Aug. | Yokohama |
| Tjikembang | Java | 16th Aug. | 20th Aug. | Yokohama |

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.
For Freight and Passage apply to the

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Telephone No. 1574.

Shipping to Europe, Australia, and other Ports.

O. S. K. OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.
"ALPS MARU" (Call Marseilles) 7th September.
"ATLAS MARU" 25th September.
BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.
"MEXICO MARU" Friday, 13th August.
"CHICAGO MARU" Thursday, 9th September.
BOMBAY & COLOMBO—Regular fortnightly service via Singapore.
"LUZON MARU" Friday, 20th Aug.
SANGON, BANGKOK, & SINGAPORE—Regular Monthly Service.
"SHISEI MARU" Wednesday, 1st Sept.
SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.
"KUNAJINI MARU" Friday, 25th Sept.
VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to overland points U.S. in connection with Chicago Milwaukee & St. Paul Railway.
"AFRICA MARU" 21st August.
NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.
"HONOLULU MARU" Thursday, 9th Sept.
JAPAN PORTS—Mojik, Kobe, Yokohama & Yokohama.
"INDOS MARU" Thursday, 5th August.
NEW ORLEANS.
"BORNEO MARU" Wednesday, 1st Sept.
KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.
"TAJIMA MARU" Sunday, 8th Aug.
TAKAO via SWATOW & AMOY. Thursday, 12th August.
"SOSHI MARU" For sailing dates and further particulars please apply to—
Y. YASUDA, Manager.
Tel. No. 744 and 745 No. 1, Queen's Building

"ALPS MARU" (Call Marseilles) 7th September.
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BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.
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Tel. No. 744 and 745 No. 1, Queen's Building

"ALPS MARU" (Call Marseilles) 7th September.
"ATLAS MARU" 25th September.
BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.
"MEXICO MARU" Friday, 13th August.
"CHICAGO MARU" Thursday, 9th September.
BOMBAY & COLOMBO—Regular fortnightly service via Singapore.
"LUZON MARU" Friday, 20th Aug.
SANGON, BANGKOK, & SINGAPORE—Regular Monthly Service.
"SHISEI MARU" Wednesday, 1st Sept.
SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.
"KUNAJINI MARU" Friday, 25th Sept.
VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to overland points U.S. in connection with Chicago Milwaukee & St. Paul Railway.
"AFRICA MARU" 21st August.
NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.
"HONOLULU MARU" Thursday, 9th Sept.
JAPAN PORTS—Mojik, Kobe, Yokohama & Yokohama.
"INDOS MARU" Thursday, 5th August.
NEW ORLEANS.
"BORNEO MARU" Wednesday, 1st Sept.
KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.
"TAJIMA MARU" Sunday, 8th Aug.
TAKAO via SWATOW & AMOY. Thursday, 12th August.
"SOSHI MARU" For sailing dates and further particulars please apply to—
Y. YASUDA, Manager.
Tel. No. 744 and 745 No. 1, Queen's Building

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

| Steamer | Arrives Hongkong from Australia | Leaves Hongkong for Australia |
|---------|---------------------------------|-------------------------------|
| TAIYUAN | 6th Aug. | 10th Aug. |

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.
For Freight and Passage apply to—
Butterfield & Swire.
Telephone No. 35. Agents.

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Butterfield & Swire.
Telephone No. 35. Agents.

"ELLERMAN" LINE. (ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS TO UNITED KINGDOM AND CONTINENT.
For LONDON, LONDON
"KANSAI" 16th Sept.
"SWAZI" 20th Sept.
For particulars of sailing shippers are requested to approach the undersigned.
Subject to change without notice.
THE BANK LINE, LTD., General Agents.
or to REISS & Co. Canton

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Subject to change without notice.
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or to REISS & Co. Canton

DODWELL & CO., LTD.

STEAMSHIP SERVICES.
Regular Sailings to NEW YORK.
NEW YORK VIA PANAMA CANAL.
S.S. "ECREMONT CASTLE"
Sailing on or about 12th September.

For SHANGHAI & JAPAN.
S.S. "HUNGARIA" Sailing on or about 31st August.
BRINDISI, VENICE & TRIESTE.
TAKING CARGO ON THROUGH BILLING TO LEVANT, BLACK SEA & DANUBE PORTS
VIA SINGAPORE, PENANG & COLOMBO.
S.S. "PILSNA" Sailing on or about 9th August.
S.S. "INNSBRUCK" Sailing on or about 6th September.
S.S. "HUNGARIA" Sailing on or about 3rd October.

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INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| Destination | Steamer | Sailing |
|---------------------|-------------|----------------------------|
| MANILA | Loongshing | Fri., 6th Aug. at 3 p.m. |
| TIENSIN | Cheongshing | Sun., 8th Aug. at d'light |
| SHANGHAI | Choysang | Sun., 8th Aug. at d'light |
| SANDAKAN | Hinsang | Tues., 10th Aug. at noon |
| STRAITS & Java | Chunsang | Tues., 10th Aug. at 3 p.m. |
| HAIPHONG via Hoihow | Taksang | Tues., 14th Aug. at 8 a.m. |
| STRAITS & Calcutta | Laisang | Sat., 14th Aug. at 3 p.m. |

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.
All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometime calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kuala, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to November between Hongkong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "LAISANG" will be despatched on 14th August, at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS.

For Freight or Passage apply to—
JARDINE MATHESON & CO., LTD.
General Managers.
Telephone No. 215.

For Freight or Passage apply to—
JARDINE MATHESON & CO., LTD.
General Managers.
Telephone No. 215.

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| For | Steamers | To Sail |
|-------------------------------|----------|----------------------|
| H'HOW, PHOI & H'PHONG | Kaitong | 6th Aug. at 9 a.m. |
| NEWCHWANG | Hanyang | 7th Aug. at d'light |
| SHANGHAI & TSINGTAO | Teian | 8th Aug. at d'light |
| AMOY, SHAI & PUKOW | Shantung | 10th Aug. at 10 a.m. |
| SWATOW & BANGKOK | Chusan | 10th Aug. at noon |
| WEIHAIWEI, CHEFOO and TIENSIN | Kueichow | 10th Aug. at 4 p.m. |

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from Bangkok via S'pore. For Freight or Passage apply to

For Freight or Passage apply to
BUTTERFIELD & SWIRE.
Telephone No. 35. Agents.
Hongkong Aug., 5, 1920.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN. (Occupying 9 to 10 days.)
S. steamships. Captain Leaving.
Hailong... J. S. Thomson... TUE3, 10th Aug. at 2 p.m.
Haihong... W. C. Passmore... FRI, 13th Aug. at 2 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier).
For Freight and Passage, apply to
Douglas Lapraik & Co.,
General Managers.

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General Managers.

PACIFIC SHIPPING. NEW YORK DIRECT.

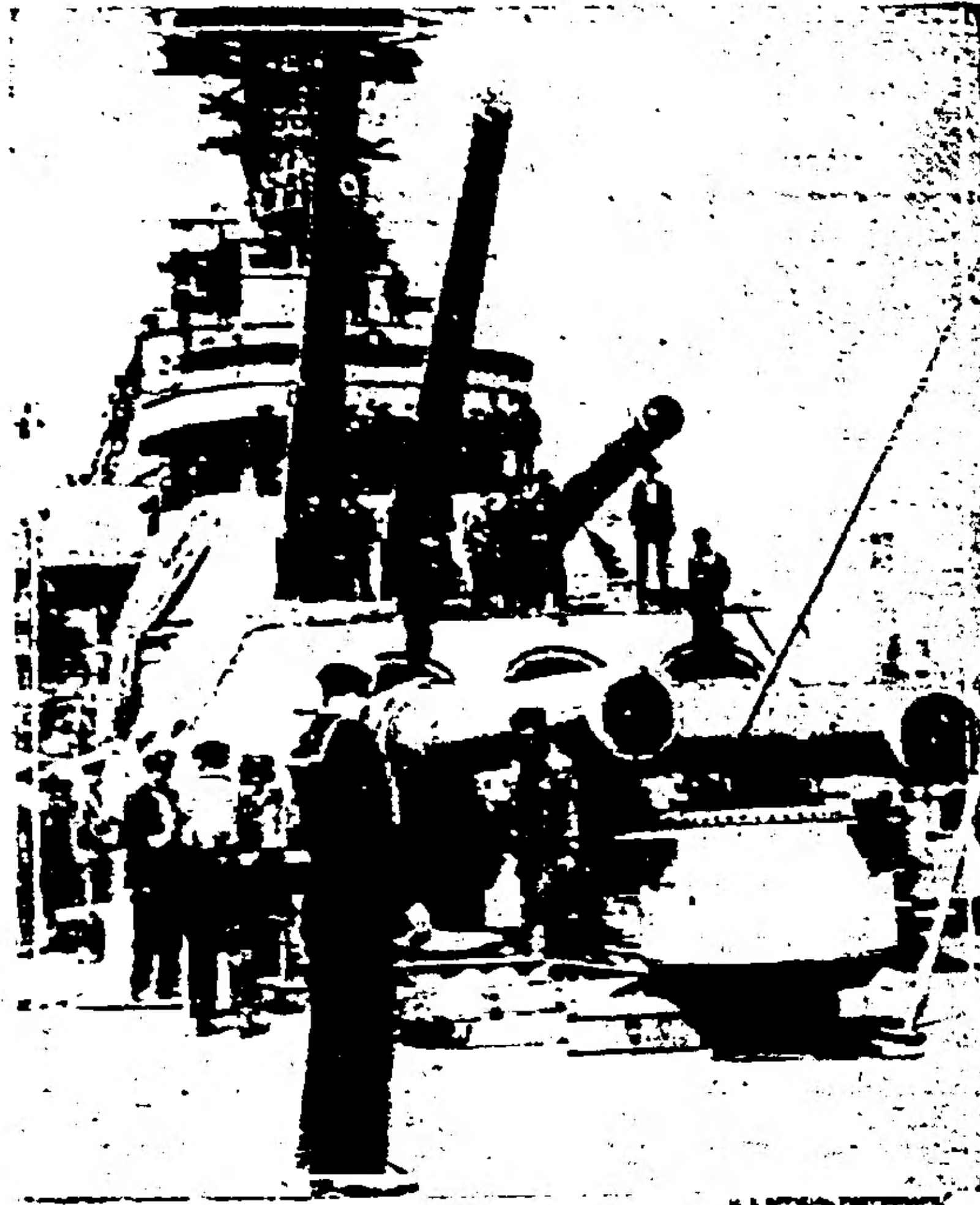
Joint service of the "BLUE FUNNEL" LINE (Ocean S. S. Co., Ltd. &

TO-DAY'S PICTURES.



FELTON AND BARRY.

Alfred Felton, who won the world's professional sculling championship from Ernest Barry, has now signed up to give the latter a chance to recover the lost honour. Felton is seen above in his boat, with Barry in the inset.



AMERICA'S LATEST.

Aboard the U.S.S. Tennessee, America's biggest naval ship, which has just been commissioned.



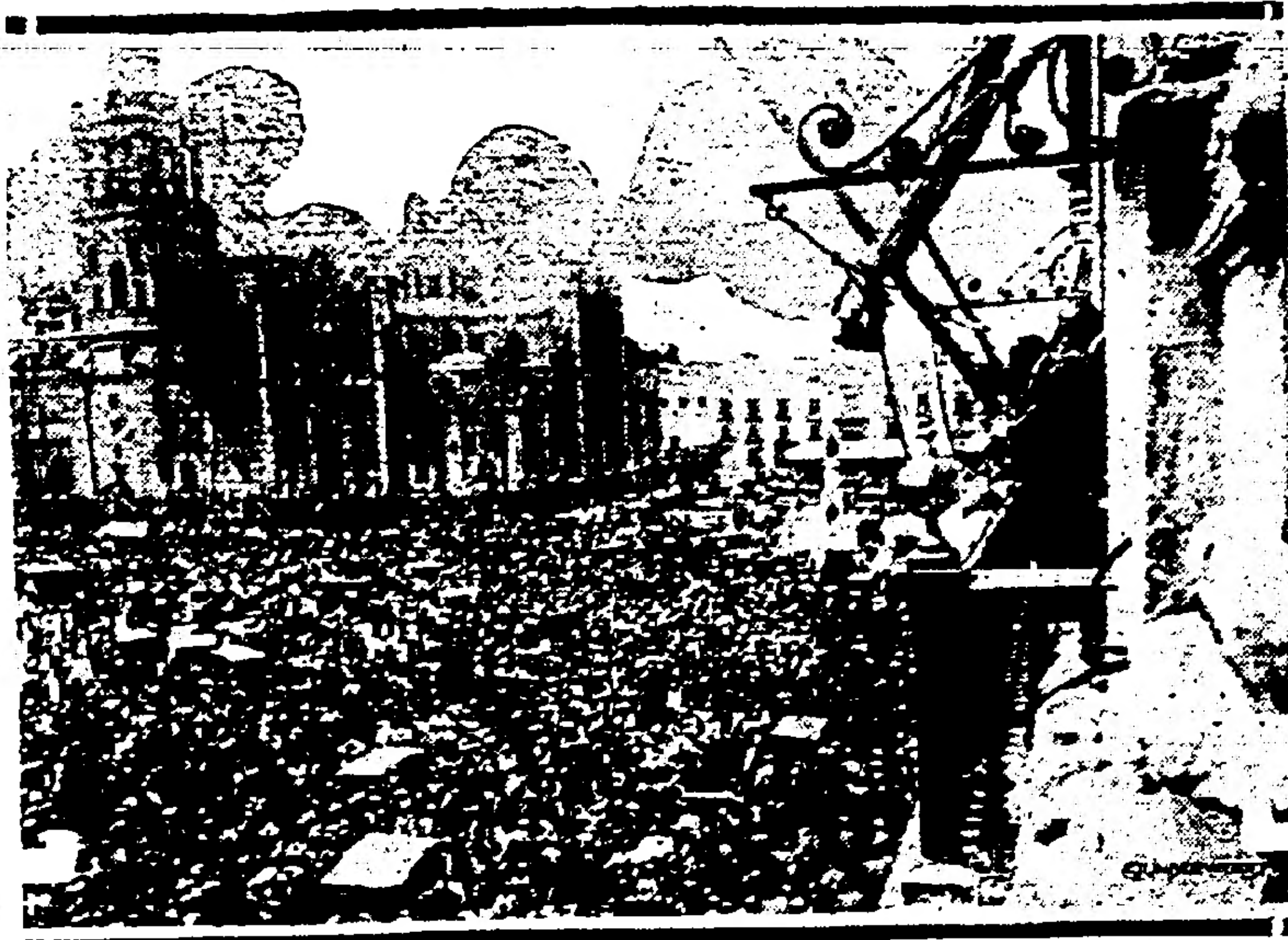
Dr. NANSEN.

The Norwegian explorer, who is actively interesting himself in the League of Nations scheme to repatriate war prisoners from Russia.



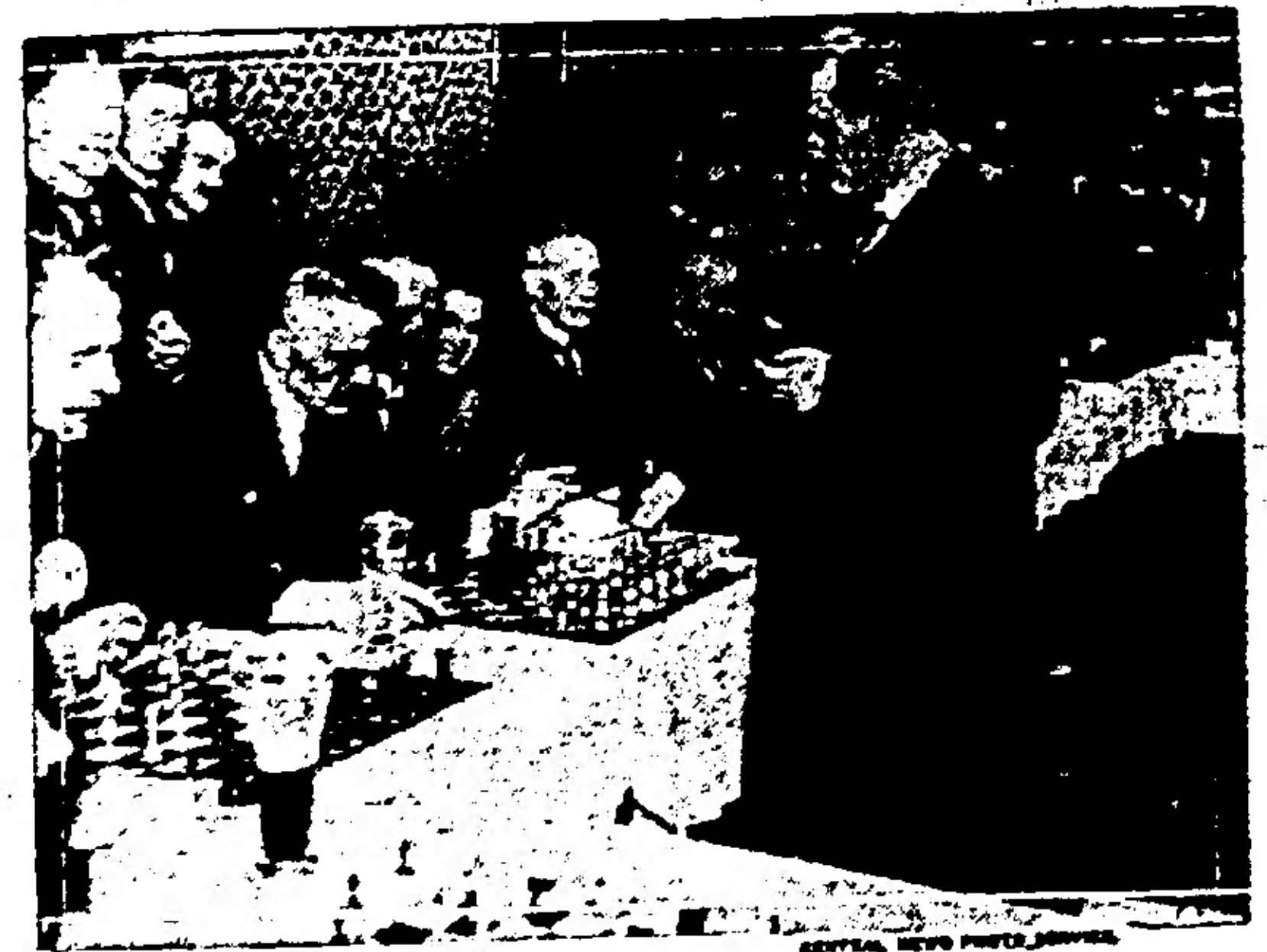
GEORGES PAPIN.

French lightweight champion, who has arrived in America.



THE MEXICAN REVOLT.

Arrival of General Obregon in Mexico City after the overthrow of the Carranzists.



A CHESS EXPERT.

Recently in Berlin Dr. Lasker, the champion chess player of Germany and winner of many international matches, played against twenty skilled chess players and won every game. The contest is shown above.

DOINGS OF THE DUFFS

It Was An Observation Trip For Wilbur—

BY ALLMAN



